



# Hongkong Daily Press.

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No. 13,633 號叁十叁百陸千叁萬壹第 日式十月十年柒十二緒光 HONGKONG, FRIDAY, NOVEMBER 22ND, 1901. 伍拜禮 號式十式月壹十年壹零百九千壹英港 價, \$24 PER MONTH

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#### TIME TABLE

WEEK DAYS.	
7.30 a.m. to 8.00 a.m.	Every 10 minutes.
8.00 a.m. to 8.30 a.m.	Every 15 minutes.
8.30 a.m. to 9.00 a.m.	Every 10 minutes.
9.00 a.m. to 11.00 a.m.	Every 15 minutes.
11.30 a.m. to 12.45 p.m.	Every 15 minutes.
12.45 p.m. to 1.15 p.m.	Every 15 minutes.
1.15 p.m. to 1.45 p.m.	Every 15 minutes.
1.45 p.m. to 2.15 p.m.	Every 15 minutes.
2.15 p.m. to 3.00 p.m.	Every 15 minutes.
3.00 p.m. to 3.30 p.m.	Every 15 minutes.
3.30 p.m. to 4.00 p.m.	Every 15 minutes.
4.00 p.m. to 5.00 p.m.	Every 15 minutes.
5.00 p.m. to 5.30 p.m.	Every 15 minutes.
NIGHT CARS.	
5.45 p.m. & 9 p.m.	Every 15 minutes.
9.45 p.m. to 11.30 p.m.	Every 15 minutes.
SUNDAYS.	
8.00 a.m. to 8.30 a.m.	Every 15 minutes.
8.30 a.m. to 9.30 a.m.	Every 30 minutes.
9.30 a.m. to 10.30 a.m.	Every 15 minutes.
10.30 a.m. to 11.00 a.m.	Every 10 minutes.
12.00 Noon to 1.00 p.m.	Every 10 minutes.
1.00 p.m. to 3.00 p.m.	Every 15 minutes.
3.00 p.m. to 6.00 p.m.	Every 10 minutes.
6.00 p.m. to 7.00 p.m.	Every 15 minutes.
7.00 p.m. to 8.00 p.m.	Every 10 minutes.
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8.45 p.m. to 11.30 p.m.	Every 15 minutes.
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Hongkong, 1st October, 1901.	

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A fine, full, and fruity wine.

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A natural and most pleasant wine to the taste.

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Hongkong, 20th November, 1901.

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A VALUABLE REMEDY FOR INFLUENZA COLDS, BRONCHITIS, ASTHMA, and all Diseases of the CHEST and LUNGS. Price \$1 per Bottle.

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CLARETS (COURCIER & ADET'S) Per 1 Doz. Per 2 Doz.

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15 to 25 per cent. Discount Allowed.

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Established over 20 Years.

Importers and Exporters, and Dealers in Furniture, Blackwood, Jewellery, Crockery, Electro-Plates, and Glassware.

Dining-room and other Furniture on Hire, &c. For the HIGHEST GRADE, BEST and CHEAPEST.

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Right opposite Robinson Piano Co.

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DEALERS IN

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DESIGNS & PRICES on APPLICATION

at No. 1, Queen's Road East, Hongkong.

Hongkong, 17th October, 1899.

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VERY OLD LIQUEUR

SCOTCH WHISKY.

Per Doz. .... \$15.00

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## HONGKONG HOTEL

A First Class Hotel in every respect

Elegantly Furnished Reading, Music, and Smoking Rooms.

Dining Accommodation for 250 persons

Hydraulic Elevators to every floor.

Cuisine of the best.

Hot and Cold Water throughout

Wines and Groceries imported specially from Europe and America.

Electric Lighting in the Billiard Rooms.

Wines, &c., cooled by Refrigerator.

All Hotel Linen washed on the premises by Machinery.

Bedroom Accommodation—132 rooms.

Fire Extinguishing Mains on every floor

CHARGE MODERATE.

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ICE HOUSE STREET, HONGKONG.

A FIRST-CLASS PRIVATE HOTEL.

Handsomely Furnished and Exceedingly Spacious Rooms.

Very MODERATE TERMS to FAMILIES by the DAY or MONTH.

THE CONNAUGHT HOTEL

A FIRST CLASS HOTEL of 15 Bed-rooms, elegantly furnished.

The Hotel is situated near all the Banks and Principal Offices in the Colony.

Special Attention paid to the Comfort of Guests.

Cuisine excellent; under Experienced Management.

Terms Moderate.

A. FONSECA, Manager.

Hongkong, 1st December, 1899.

### HING KEE HOTEL.



## INTIMATION



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LIMITED.

ESTABLISHED A.D. 1841.

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SEASON'S

CONFECTIONERY

Comprising

SELECTIONS OF THE PUREST AND  
BEST DESCRIPTION.

FROM

THE SIMPLEST QUALITY TO THAT

OF THE FINEST AND MOST

RECHERCHE CHARACTER,

IMPORTED FROM THE LEADING

LONDON AND PARISIAN

MANUFACTURERS.

CHRISTMAS AND

NEW YEAR CARDS

IN GREAT VARIETY.

A. S. WATSON &amp; CO.

LIMITED,

THE HONGKONG DISPENSARY,

QUEEN'S ROAD CENTRAL.

BIRTH.

On the 31st October, at Tamton, England, the wife of the Rev. E. W. Burt, M.A., of the English Baptist Mission, Shantung, of a daughter.

MARRIAGES.

On the 14th November, at Trinity Cathedral, Shanghai, by the Rev. H. C. Hodges, M.A., Lieut.-Col. Frederick John Warrington FRENCHMAN, R.E., son of the late Major-General FRENCHMAN, R.E., to MABEL, daughter of the late General JAMES WEBSTER COLE, formerly of Shanghai, and of Mrs. COLE, of Holland Park Avenue, London, W.

On the 14th November, at Holy Trinity Cathedral, Shanghai, by the Rev. H. C. Hodges, M.A., ROBERT THOMAS BORN, Wesleyan Mission, Hongkong, to ANNIE EDITH FERRITT, Dublin.

DEATHS.

On the 8th November, at Poochow, MAT, the wife of CHARLES SHERRETT-ROBERTS.  
On the 13th November, at No. 19, North Szechuen Road, Shanghai, VICTOR HENRI, fourth son of Mr. and Mrs. JUAN MENCARINI, I. M. Customs, aged 9 years and 4 months.  
On the 14th November, at the General Hospital, Shanghai, at 6.15 p.m., CHARLES BROWN, aged 64 years.

The Daily Press.

HONGKONG OFFICE: 14, DES VUEZ ROAD CL.  
LONDON OFFICE: 13, FLEET STREET, E.C.

HONGKONG, 22nd November, 1901.

NEXT Monday will see the commencement of cleansing and disinfecting operations in this City with a view to checking the attacks of plague, now apparently an annual visitor in Hongkong. On the 26th September last the Legislative Council approved certain additional bye-laws made by the Sanitary Board under Section 13 of the Public Health Ordinance, No. 13 of 1901, and under these new bye-laws the operations will be carried out. Their object, as Dr. ATKINSON pointed out on Thursday, is to remove everything, as far as possible, which will conduce to the growth of the plague bacillus. The task of cleansing the whole City is a very difficult one—Dr. ATKINSON calls it almost superhuman—but it must none the less be undertaken for the future welfare of this Colony. The two main obstacles are the need of competent European supervisors and the objection of the Chinese. With regard to the first point, the President told the Sanitary Board that the desired assistance was not forthcoming from the naval, military, or police authorities, for various reasons. These are not hard to imagine, for all three branches have their own work to attend to, which only great emergencies warrant their postponing to outside labours. Nevertheless it is unfortunate that no aid can be secured from them. Dr. ATKINSON, however, spoke hopefully of being able to appoint the necessary men in a few days and of two or three being already hard of. It is earnestly to be entrusted that sufficient inducements

will be held out to secure the right men in sufficient numbers, for on them rests nearly the whole responsibility for the work being done in a manner which will make it of real use to the Colony. Complaints were many during the past epidemic of the futility of some of the cleansing operations, and it is plain that a half-hearted conduct of these, while it tends to irritate the native population almost as much, fails to achieve the object in view. We are about to make a new experiment for Hongkong, and it is urgent that every chance of success shall be afforded to it.

The second difficulty is the opposition of the Chinese to the work of disinfecting and cleansing, an opposition which was abundantly manifested during the similar operations carried on against the period of epidemic. At the opening of the new Tung Wa Hospital on Monday afternoon, H.E. the Governor made an appeal to the Chinese community which we hope will not fall on deaf ears. He asked the Chinese to think over the matter, convinced that they would then agree with him as to the necessity for what is being done. It is not of course to be imagined that the poorer Chinese will of themselves proceed to think the matter over. It rests with their well-to-do fellow-countrymen to induce them to see matters in the right light, and unless the richer Chinese exert themselves to bring the state of affairs home to the others, it cannot be expected that everything will be carried on smoothly. It is both the duty and to the ultimate interest of the Chinese of the better class that they should do all they can to minimise discontent likely to drive the native workingmen and women away. The European officials in charge of the work will require tact, but above all the Chinese must be prepared to accept the disinfection as a measure which aims at their good in common with that of the rest of the Colony.

As has been seen from the report of the proceedings of the Sanitary Board on the 21st instant, the attitude of the Chinese was discussed, and Mr. FUNG WA CHUN came forward to represent them. He insisted that it was the duty of the Board to show the Chinese what great use fumigation would be, but he did not suggest the way in which the Board was to do this. We fear that there is no likelihood of the Board being able in the course of the next few days to convince the obstinate opponents of disinfection. As we have said, the better-class Chinese are those who can bring their influence to bear with most effect, and it is on them that we must rely. Mr. FUNG WA CHUN's point about the housing of women and children during the cleansing operations in their homes deserves attention, as he said, to march small-footed women and children from street to street to the matsheds is a hardship which the Chinese cannot be expected to support. Some effort should be made to mitigate the annoyances which is bound to be caused to the inmates of the houses visited. As to Mr. FUNG WA CHUN's suggestion of three days' notice of the disinfection, this would in the case of the dirtier quarters defeat the object of the cleansing, for if the inhabitants are to have time to remove all their furniture—as was done frequently before the disinfection earlier in the year—then the houses alone are made clean and part of the squalor is immediately brought back. On the question of the hours for the house-to-house visitation it is unfortunate that there was such a divergence of opinion, but the time suggested by Mr. FUNG WA CHUN would have been eminently unsuitable for the European supervisors, whose interests must be considered, seeing how much depends on the efficiency of their work. It is impossible to expect that their labours will be carried on without any friction, but it is sincerely to be trusted that all concerned will do their utmost to lessen this. An effort is about to be made to check the course of the greatest evil which can attack any settlement in the Far East. Such an effort must necessarily be drastic, but the inconveniences should be borne cheerfully in view of the great results hoped for.

Among the arrivals from the North by the P. & O. steamer *Parramatta* yesterday was the well-known Peking correspondent of the *Times*, Dr. G. E. Morrison.

The trial of the three fishermen at the Supreme Court for the alleged murder of another fisherman at Capsuim was adjourned yesterday afternoon till to-day, when the case will probably finish.

We are requested to state that Miss Johnstone and the other members of the Mission, wish to thank Lady Gascoigne, the ladies who presided at the stalls, and all those who so kindly came to, buy at the C.M.S. Bazaar Mission sale of work. The amount taken was \$13.

A large grass fire, resulting in the damaging of between four and five thousand trees, occurred at Little Hongkong, toward Aberdeen, on Wednesday night, and was extinguished after much labour by the police and gangs of coolies. Carelessness by people on the hill is supposed to be the cause.

The U. S. transport *Hancock*, which was ashore at the western entrance of Rhinoceros Straits, got off on the 16th inst., having sustained no damage.

With the two leading Shanghai papers there have been issued two plans of the proposed new Public Park for Shanghai, which will, it is hoped, be located in Hongkong between the Rifle Range and the railway line, north-east of the Rifle Range station.

We are informed, on the best authority, that \$80,000 and not \$70,000 was the price paid for the Bon Vista Hotel, Macao, the sum being made up by \$70,000 for the building and property and \$10,000 for the furniture and fixtures. Our first informant therefore was right in his original statement, but wrong in his subsequent correction.

We have received from Messrs. A. Chee and Co. two photographs of the recent interport cricket matches. One, a large print, represents Hongkong v. Singapore, with Hancock and Clifton Brown batting. The other shows Price and Potter batting for Shanghai, with the Hongkong team in the field. Both are admirably clear photographs and the players are distinctly recognisable, while the view of the Club in the background is a fine one.

Sir Ernest Satow, British Minister at Peking, arrived at Shanghai on the 15th inst. from the South by the *Peru*. H.E. was received by Mr. Polham Warren, C.M.G., Consul-General, Chief Justice Wilkinson, the Commander and Officers of the British garrison and the personnel of the British Consulate. The guard of honour was furnished by the Bahuchis and the landing was lined by the Royal Horse Artillery. Sir Ernest Satow was to return to Nanking on the *Britonart*, and thence proceed to Taku on the *Talbot*.

It was reported in Shanghai mandarin circles last week to the effect that the Empress Dowager is quite favourable to the memorial of the Grand Secretary Wang Wenshao, the newly appointed Plenipotentiary, asking for the appointment of H.E. Sheng to be Assistant Plenipotentiary at Peking to help him and that it is quite likely that a special edict will soon be sent from Kaifeng making the appointment and commanding H.E. Sheng to start for Peking within a specified period of his receipt of the edict in question.

A great deal of surprise and no little amusement was caused among the Wanchai Chinese community yesterday by the spectacle of a well-dressed Chinaman careering along the Praya on a motor-cycle. The machine was of the saddle type with seats for two behind, and these were occupied by two Chinese ladies, who appeared to relish very much the novelty of the situation. The Chinese are not prone to Western innovations, yet the use by them of the cycle is increasing in the Colony and no doubt this pioneer motor will bring others in its train.

A Kaifeng despatch to Shanghai, dated the 16th inst., states that on the day before Prince Ching had a very long audience of the Empress Dowager, who made detailed enquiries as to the general conduct of foreigners towards Chinese in Peking. At the conclusion of the audience Prince Ching strongly urged the Empress Dowager to issue a special edict announcing the date of the Court's departure from Kaifeng for Peking. Her Majesty is alleged to have nodded pleasantly when Prince Ching made the request, hence it is thought that the Court may start for Peking by the middle of December.

There is at present lying at the Kowloon Wharf the s.s. *Austria* (Capt. A. Follner), the latest addition to the Austrian Lloyd's Steam Navigation Co.'s fleet for the Japan Line, and built of the best material at the Company's own yard at Trieste. She is a combination type of cargo and passenger-boat, measuring 452 ft. in length and 56 ft. in breadth. Her capacity being no less than 12,536 tons, she is certainly one of the largest carriers that call at this port. The passenger accommodation will be found to compare favourably with the first-class accommodation offered by any other passenger boat, though passage-rates by this Company's boats are cheaper than 2nd class rates by other liners. The dining saloon and smoking room are luxuriously fitted and decorated, and the cabins—all on the upper deck—are as airy as can be desired. Altogether, ships like this may be found very eligible for tourists or travellers home. The Company invites an inspection of their new liner.

It was announced a few days ago, says the *Japan Mail*, that an arrangement had been effected between China and Japan for a special Japanese settlement at Chungking. This is not a new question. A grant of land for a settlement at that place formed part of the agreement concluded between China and Japan after the war of 1894-5, but the actual convention relating to the settlement and the selection of a site were not concluded until the 24th of September. The convention consists of twenty-two articles. The duties of policing and municipally governing the settlement and of repairing the roads involve upon the Japanese, but the purchase of the land from its present owners is to be effected by Chinese officials, who will rent it in perpetuity to the Japanese. As to the removal of graves and houses, the Chinese authorities engage to employ their best offices, the Japanese Consul paying the expense of removal after consultation with the Chinese officials. Should it be found impossible or inexpedient to move any burial ground, it will be fenced in and left intact. There are the usual articles about extra-territorial jurisdiction, and it is provided that in cases where Japanese subjects are the complainants judgment shall be delivered by a mixed court after the Shanghai type.

The Chinese at Sandakan hold that the recent eclipse of the moon was caused by the new Customs Tariff.

The death is reported, on the 9th instant, of Mr. Van Camelbeke, Bishop of Eastern Coochin-China.

Sir Thomas Lipton, speaking at Chicago on the 19th ult., favoured the building of safe yachts, and not dangerous racing-machines.

Nine thousand persons in Berlin, including former officers of the army, have appealed to the public to assist in an anti-duelling campaign.

The proposed French loan of five million yen to Corea fell through owing to the inability of the Coreans to furnish any appreciable security.

Count Hatzfeldt-Widenburg, the German Ambassador at London, will retire into private life. The Prussian Minister at Hamburg, Count Wolff-Meosternich, has been appointed to succeed him.

The British cruiser *Pylades* reported on the 21st ult. that she had annexed Ocean Island, west of the Gilbert Islands. The island, which has hitherto been a British protectorate, is rich in phosphates.

In the course of the rabid outbreak of Anglo-phobia on the Continent last month the German and Austrian newspapers were making violent denunciations of what they term Mr. Chamberlain's "hangman" policy.

Owing to the Southern denunciation of President Roosevelt's action in entertaining Mr. Booker, the negro President of the University of Tuskegee, numbers of leading residents in the Northern States have been inviting him to their homes. Possibly Mr. Booker might prefer to be invited on his own merits.

As a result of the work of the Compensation Commission in connection with the South African War, Sir John Ardagh has announced that negotiations with the Netherlands are satisfactorily concluded, subject only to certain reservations which the British Government has not yet had time to consider. Negotiations with the French Government still continue.

Professor Mason, Curator of the National Museum at Washington, says that "the blood of all mankind flows in the Philippine Islands. It is the most interesting spot on earth in which to study the mingling of the races." An American paper thereupon suggests that if the islands should prove worthless as a market they can be used as an ethnological museum.

A decree just issued in Paris regulates the relations between governors and officers commanding the troops in French Colonies. The governors are held responsible, under the direct authority of the Minister of the Colonies, for internal and external defence, and have control of the forces by land and sea. The officers commanding exercise their command, at all times and in all cases, under the high authority of the governor.

The new cruiser *King Alfred*, which was launched at Barrow at the end of last month, is an armoured cruiser of the *Drake* class. She has a displacement of 14,100 tons, an estimated speed of 23 knots, and carries 300 men, 2,920, 16 6in., and 18 guns of lighter calibre. Her sister ships, the *Good Hope*, and *Drake*, were launched on February 21 and March 5, respectively. The principal dimensions are: Length between perpendiculars, 50 ft.; extreme breadth, 71 ft. 4 in.; and mean load draught, 26 ft. In smooth water at sea 21 knots is to be the steady speed.

A twelve-hours' race organised by the Japanese newspaper *Jiji* took place on the 9th inst. on the race-course at Tokyo. The limit of the distance to be completed to win a prize was 70 miles, but none of the competitors, of whom there were fifteen, succeeded in covering the required distance. Some of the papers, including the *Japan Times*, which had a European reporter on the scene, describe the race as a "walking" competition, but in view of the distance covered by the man who came in first and the limit of distance fixed by the promoters the race must have been a running one. The longest distance was run by a Jirikeha man named Ando, who covered 65 miles within the required time. The second man covered 61 miles. The amateur running record for twelve hours is 91 miles, the professional record being 80 miles 1,540 yards. As the competitors did not cover the required distance the prizes were not given, but consolation prizes of 10 yen were presented to the first and second competitors.

Mr. D. C. Boulger in the *October* *Fortnightly* maintains that India is going to have the chief influence in the settlement of the Chinese question. At least, she will be able to exercise this influence if, she does what Mr. Boulger tells her. His advice is summed up in the following paragraph:—The Government of India and the people of that country should not be backward in making their voices heard by demanding that the railway concession, which we thought it worth while to obtain from the Chinese Government for a line to Yunnanfu and Suifu should be put in execution without further delay, so far at least as the preliminary surveys. A well-timed and vigorous policy is required to prevent India being excluded from the few markets that lie accessible to her. Vigilance with regard to Russia's proceedings in Kashgaria, so that they may not extend too far in the direction of Tibet and result in the eventual loss of that market; action in Yunnan to prevent the French from establishing a market for the market of south-west China under our nose—these are all that is imperatively needed now.

## TELEGRAMS.

## "DAILY PRESS" SERVICE.

[FROM OUR CORRESPONDENTS.]

## GENERAL NEWS.

LONDON, 21st November, 9.40 a.m.

## THE POLICY OF THE UNITED STATES.

At a dinner of the New York Chamber of Commerce, Mr. Hay said that America's policy was a strict observance of the Monroe doctrine, friendship with all the Powers, a fair field and no favour for commerce, and the Isthmian Canal for all well-disposed peoples, under exclusive American ownership and control.

## RUMOURD ASSASSINATION OF THE SERBIAN QUEEN.

Disquieting rumours have arrived from Serbia. Unconfirmed reports are to hand of the assassination of Queen Draga.

## REUTER'S SERVICE.

LONDON, 19th November.

## THE NICARAGUAN CANAL TREATY.

The new Nicaraguan Canal Treaty does not discriminate in favour of United States shipping, all nations sharing alike in the privileges obtained. Great Britain loses the United States sole guarantor of the neutrality of the Canal.

## REINFORCEMENTS FOR SOUTH AFRICA.

In addition to the regulars to be sent to South Africa, it is expected that about a dozen Militia battalions will be selected from these volunteering for active service.

LONDON, 19th November.

## WAR FINANCE.

Parliament will probably reassemble on the 16th January, due to the necessity for further financial provision for the war in South Africa.

## THE 21ST LANCERS.

Only a draft from the 21st Lancers has been ordered to the Cape.

## TRIPLE COLLISION IN THE HARBOUR.

NORWEGIAN STEAMER SUNK.

Great anxiety was caused in Hongkong by the news that a serious collision had occurred at the North extremity of the Harbour, and a steamer had been sunk. Owing to the conflicting rumours, there was considerable doubt as to what vessel the disaster had befallen, and it was not until yesterday morning that the facts became properly clear. There were no less than three steamers involved in the disaster. The Norwegian s.s. *Skranstad* of Sandefjord (Capt. Hansen) was sunk; the German s.s. *Tai Cheong* of Hamburg (Captain Ahrens) and the British s.s. *Perla* (Capt. Blaxland) were more or less damaged.

The *Skranstad* was backing out from Butterfield and Swire's wharf at Taitoo where she had been discharging sugar, and was nearly opposite North Point when she collided with the *Tai Cheong*, which was leaving for Langkat, in Sumatra. The *Skranstad* was struck on the port bow and had a great hole made in her side. After the collision, the vessels remained fast and continued so for about 15 minutes during which time the *Tai Cheong* continued to drive the other vessel before her stern on towards the shore. Meanwhile the *Perla* had been following in the wake of the *Tai Cheong* on her outward passage to Manila with cargo and passengers. Those on board the *Perla* saw the state of affairs, and the order was given to reverse the engines. This was done with all speed, but the captain was not able to prevent a collision, and he ran into, or was run into by, the two boats, which are said to have been then steaming towards him at about 6 knots, and, striking the *Tai Cheong* amidships on the port side, cannoned on to the *Skranstad*. The Norwegian vessel was now cleared by the *Tai Cheong* and rapidly sank, bow on, in deep water between Quarry Bay and North Point.

The *Skranstad* settled down rapidly, sinking in about 20 minutes. Her fore part was submerged completely, leaving only a small portion of her after-deck clear of water. The crew had to make a hurried departure, and lost all their kits. They lowered one of the ship's boats and by means of it went on board a steam-launch which was lying near. Fortunately no one was injured.

A visit to the place of the accident yesterday showed that the sunken vessel lies about 200 yards from the shore, and that she sits on an almost even keel. Under her stern there was a depth of about 30 feet but it was thought that the keel rested on a rock and not on the solid bottom, so that the contingency of the vessel sliding into yet deeper water was not unexpected. In the course of the afternoon she

settled down entirely, leaving only the tops of the funnel and the masts visible.

When the *Tai Cheong* succeeded in running clear of the foundering vessel, it was discovered, as has been said, that the damages she had sustained were not dangerously serious. The rent in her bow is, however, of a very ugly description and no doubt would have caused the vessel to sink had it been below the water-line. The *Tai Cheong* carried away with her part of the *Skranstad's* rail. She will be docked as soon as possible. As to the *Perla*, her damages were not so serious. News of the accident was sent to the docks and immediately a squad of workmen were sent off to patch up her bows. As a result of their labours she is expected to be ready to sail this morning at daybreak for Manila.

An eye-witness gives a vivid account of the affair. The *Skranstad*, he says, was backing out of Butterfield and Swire's wharf at Taitoo, where she had been discharging a cargo of sugar. In order to effect the turning, she had to back right athwart the fairway. While she was being manoeuvred round, and while at an angle across the channel, the *Tai Cheong* came steaming down rapidly upon her. According to the evidence of this witness, the latter vessel was going at a speed of about 12 knots, with the evident intention of getting clear of the Lyson Pass before dusk, for the time at which the accident happened was just before six o'clock. The captain of the Norwegian steamer seemed to attempt to get out of the way and accordingly backed his craft. There was a misunderstanding somewhere, however. The *Tai Cheong* with almost undiminished speed crashed into the port side of the unfortunate Norwegian, appearing to pierce her as a knife would cut a cheese, and her bows mounted upon the *Skranstad's* broadside as though she would go through the stricken vessel. From our informant's observation it would appear that the captain of the *Skranstad* then made full speed astern for the shore, his craft rapidly sinking by the bows and the *Tai Cheong* being dragged after her or else driving her stern on towards North Point. While these events were transpiring, the *Perla* steamed down the channel, and, though her engines were reversed, was unable to get out of the way of the entangled ships, with the result that she struck the *Tai Cheong* amidships and then cannoned against the *Skranstad*. But for the captain's prompt action in running his ship ashore, the *Skranstad* would have sunk in the deep water of the fairway.

In the course of yesterday, the captains of the three vessels involved in the collision visited their several agents and gave in their reports upon the accident. As is natural in the circumstances, in view of the official enquiry, there is no anxiety shown by the parties concerned to make public any details regarding the affair. Information, indeed, it is almost impossible to get from official sources. According to a statement made by Captain Hansen of the *Skranstad*, when he was "backing out of the wharf he first saw the green light of the approaching *Tai Cheong* and then the red. He steered his vessel in the belief that the latter craft intended to cross his bows, and adhered strictly to the rules of the channel in so doing. Captain Ahrens of the *Tai Cheong* explains that the course was deviated from owing to a junk being in the way.

After the collision, Inspector Reilly of the Water Police went off to the sunken vessel and hung out two danger lamps, besides making provision for the stranded crew.

The Harbour Master (Hon. Commander R. M. Ramsey, R.N.) visited the scene of the disaster and took soundings. The customary official enquiry will follow in due course. It is understood that the Dock Company will undertake the work of salvage.

The *Skranstad* was built in England in 1891, at the dockyard of Messrs. W. Gray and Co., West Hartlepool. Her gross tonnage is registered in Lloyd's list at 1,375 and her net tonnage at 753. Her owners are Messrs. A. F. Klaveness and Co., Sandefjord, Norway.

In connection with the above, a Notice to Mariners will be found in another column, which states that two bright lights horizontal will be displayed at night from the *Skranstad's* fore rigging.

## FOOTBALL.

H.K. F.C. v. H.M.S. "REDPOLE."

This game was a scratch one—very much scratch—and in addition was half-an-hour late in starting, time being lost through the beating-up of players to make up the teams from the adjoining Wongschoong Recreation Ground, where a Service game (an exciting one, judging by the shouts of the spectators) was in progress. The result of this haphazard selection of players was seen in the variety of colours—green, red, grey, white and striped—in which they took the field. The Club kicked off, but made nothing of their advantage, the ball being seized up by the *Redpoles* and taken goalwards. Prospects of early scoring were thrown away, however, by a rash kick nowhere near the mark. The visitors' goalkeeper saved a neat shot from the Club's right, and immediately afterwards the Club's goal was being bombarded. Not strongly, however, so that the goalkeeper had little difficulty in returning two well-placed shots from near in. A third topped the net. The interval came after twenty minutes' play without either side having scored.

The Club's right wing tried one or two sprints in the second half, from one of which they gained a corner. Matters were looking awkward for the *Redpoles*, when one of the Club's halves failed to return the ball and threw away his side's chances of opening the scoring. Opposing team's right wing got well away with the ball, and a rush ended in its being played between the sticks. The Club equalised, however, and a slack game ended in a draw of one goal each.



## CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our correspondents.]

SAILORS AND RICKSHA-COOLIES.  
TO THE EDITOR OF THE "DAILY PRESS."

SIR,—Owing to the irregularity of the receipt of the daily papers on board a man-of-war, I am somewhat tardy in noticing that letter in the Press under date of November 14th, championing the cause of the ricksha-coolie versus Jack ashore, written by some unsympathetic individual who cowardly voices his sentiments under the non de plume of "One who knows," and in reply to his bare and thoughtless assertion, I beg to make a statement in defence of myself and shipmates.

It is a well known fact that generosity is Jack's greatest attribute, and in view of that all kinds and classes of people take every possible opportunity to "fleece" him. Jack expects to be fleeced to a certain extent, but some people give him credit for so little intelligence and demand such exorbitant rates that his sense of justice rebels against such outrages and he is forced to vindicate himself as best he can as "he is no more of a shining light than that much abused person, the ricksha-coolie," and has no one to look to for sympathy or assistance.

It was but a week since while ashore in Hongkong, I engaged a ricksha and after shopping for two hours or so the coolie expressed a craving desire for "chow," for which I magnanimously tendered him a dollar and I was not in a "maudlin condition" either. In a remarkably short time the coolie reappeared and I continued my shopping for about twenty minutes and endeavored to dismiss the coolie with ten cents additional but he strenuously demanded more. Under such circumstances what would "One who knows" recommend—a compliance with every demand, or would he exercise a little commonsense regardless of the opinions of idle observers?

That is not the only experience of that kind I have had with the ricksha-coolie, and my shipmates are invariably troubled in a like manner. I would suggest that a scale of rates be posted in every ricksha by order of the Police Department, as this would serve as a guide for the sailor in summing up the amount he "robbed the ricksha-coolie of," and would save the Chino a great deal of breath to thank "One who knows" for a twopenny fare.—Yours, etc.,

JOHN SHERMAN,  
U. S. Navy.

## WATER-FAMINE AND INUNDATION-RELIEF.

TO THE EDITOR OF THE "DAILY PRESS,"  
Hongkong, 20th November.

SIR,—In His Excellency's speech at the New Tang Yw Hospital it is hinted that shortly this community will be approached with a subscription for relief to the sufferers by the Yangtze inundation. Let us hope that His Excellency will also kindly see that measures are adopted to allay the prevalent distress caused by the water famine here. Many months must elapse before relief may be expected in the shape of rain. In the meantime where are the two hundred thousand inhabitants to obtain their supply of water, which is already so scarce? And it must be borne in mind that the greater part of them is not in a position to pay for water, while it is precisely that section that, on sanitary grounds, need it badly. Under the circumstances, the proverbial munificence of the Colony should likewise be relied upon, and with better justification, for

## CHARITY BEGINS AT HOME.

## CRICKET.

## NAVY v. MR. VOULE'S XI.

In this match yesterday the Navy batted first, play starting at 11.30. Mr. Voules's XI was made up of five of the Straits XI assisted by six from the Army. Play continues at 11 a.m. to-day. Score at present:—

THE NAVY.	
Dr. Steward, b Barkshire	37
R. H. Neal, c and b Freedy	29
C. S. P. Franklin, c James, b Mackenzie	19
Lieut. Wood, b Mackenzie	93
Lieut. Cadman, b Mackenzie	4
S. T. Fitch, b Mackenzie	13
I. M. Barrett, b Freedy	23
Lieut. Dalrymple, c Mackenzie b Freedy	0
Lieut. Trevelick, b Billings	34
G. Coppin, not out	5
Morrison, b Mackenzie	14
Extras	2
Total for 6 wickets	119
MR. VOULE'S XI.	
Capt. Clapham, c Franklin, b Coppin	26
R. Mackenzie, c Neal, b Morrison	26
G. M. Billings, not out	35
Capt. Radcliffe, retired hurt	9
Sergt. Hayward, c Fitch, b Neal	7
A. B. Voules, c Trevelick, b Neal	7
C. B. Barkshire, c Wood, b Neal	1
T. G. Macgarratt, not out	18
Extras	2

Lt. Edmonstone, Q. M. Sergt. James and Pte. Freedy to bat.

## LATEST STEAMER MOVEMENTS.

The P. & A. steamer *Indrapura*, which left Hongkong on the 18th ult., and Yokohama on the 2nd inst., arrived at Portland, Oregon, on the 19th inst.

The steamer *Atholl*, from Europe and Straits, left Singapore yesterday, and is due here on the 27th inst.

The N.P. steamer *Queen Adelaide* sailed from Tacoma for Hongkong via Vladivostok, Port Arthur and Dairen on the 18th inst.

The A.L. steamer *Carinthia* left Shanghai for this yesterday morning.

A PORT OF LEMCO IN THE HOUSE has warded off many illness. LEMCO is genuine Liebig Company's Extract.

## ADDITIONAL HONOURS FOR LI HUNG-CHANG.

An Imperial Decree of the 13th inst. runs as follows, the translation being taken from our contemporary the *N.Y. Daily News*:—  
A Decree expressing deep regret at the demise of the late Viceroy Li Hung-chang, and ordering that, in addition to the posthumous honours already granted him in a previous decree, that all black marks against the deceased statesman's names in the official records be erased; that his military and civil services be compiled by the Historiographer and entered in the dynastic history; that a special memorial temple be built in his honour in the various provinces where he served; and that the local authorities en route shall observe due care in transporting the remains of the late statesman when on the road from Peking to Hanoi, Anhwei province, the native city of the deceased. With regard to the rewards to be bestowed upon Li Hung-chang's sons and grandson in recognition of his eminent services, the following are granted:—  
Li Ching-shu, the eldest son, a second-class secretary of the Board of Punishments, is made a Marquis of the 1st Class and an expectant Metropolitan official of the 4th grade; Li Ching-mei, the second son, a second-class secretary of the Board of Works, is appointed an expectant Metropolitan official of the 5th grade; Li Ching-fang, adopted son, an expectant Taotai, is to be given immediate preferment as Taotai on completion of mourning. Finally, the eldest grandson, Li Kuo-chih, is appointed a first-class secretary of a Board; Li Kuo-shan and Li Kuo-hua, two other grandsons, are to be made second-class secretaries of Boards; and two more grandsons, Li Kuo-hsiang and Li Kuo-tao, are given the literary grade of Master of Arts, with permission to compete at the next Triennial examinations for the Doctor degree.

## NORTHERN NOTES.

The following items are from the P. & T. Times of the 18th inst.:—  
The River Improvement works are a great sight at present. Both the large cuttings are in hand, and no less than twenty-two thousand men are at work on them.

We note with pleasure that a subscription list has been opened under the auspices of the B.M.C. on behalf of the Royal Welsh Fusiliers. The men lost nearly all their kits in the recent fire; in their prompt action to save the horses from a ghastly fate they deliberately ignored their own gear, and we are confident that Tientsin will see that they are not losers by this. The police and the military with which they are in contact, and the exertions of the police duty have given them a strong claim on our gratitude; we say nothing of the social obligation we owe them, as we are confident Tientsin needs no filip to perform a duty which is of the nature of a pleasure.

His Majesty's Minister is making a tour of the Consular Ports and will visit as many as he can before the closing of the Pao-bo navigation. He is understood to present to have gone up the Yangtze and hopes to be back in Peking about the 6th prox. We hope His Excellency will try to ignore the so-called pressure of normal business and make an annual trip to the Interior. To say nothing of the good effect of change on health, the Capital is such a pace that no man should stay there long. We have never known a man long resident in Peking whose moral fibre did not require bracing up. We devoutly hope that Sir Ernest in his itinerary will not keep exclusively to the Consulars. He will often find the air more bracing in the Hong of his own folk.

The P. & T. Times has a leading article and several other references to the late Li Hung-chang. In the editorial the writer says:—"Li lived and died a great opportunist, living from hand to mouth. Let us add in justice that he did more to stave off the inevitable than any other Chinese statesman of his age could have done." Our contemporary states that the late Viceroy's death-bed was attended by his two sons Lord Li and Li Ching Mei, and that his readers not to believe the ocean crop of rubbish and lies that will gather round the last few days of the life history of the dead statesman.

The death of the old *Chung Tang*, says the same paper, will tell on his *fidus Achates* Mr. W. Potchick, who, we regret to hear, is still in far from robust health at Chefoo. Mr. Potchick at one time contemplated writing the life of the Viceroy Li, and was understood to have collected a vast amount of material for the purpose. It is to be hoped that in writing this work will appear. No other foreigner since the Jesuit's palmy days has ever been so much behind the veil which hides the Chinese official mind from our scrutiny. The history of China in decay has with the irony of events, cohered round the personality of the one man who tried to galvanise her into new life: the story of this life, if told with candour and philosophic insight, will be one of the most fascinating biographies ever written.

## THE AMERICA CUP.

## A NEW CHALLENGER.

A cable to the New York Journal from London says:—"A new aspirant for the honour of bringing the America's cup to this side of the Atlantic has arisen. It is said authoritatively that Colonel Harry McCalmont, Member of Parliament for Newmarket, is negotiating with several other English yachtsmen with a view to constructing a new challenger to race for the cup in 1902. Col. McCalmont has taken this step, as Sir Thomas Lipton has decided to wait until 1903 before again trying for the cup. Colonel McCalmont recently inherited \$20,000,000.

Colonel McCalmont is said to be the richest commoner in England. "To him who hath it shall be given." McCalmont was a millionaire officer in that crack regiment, the Scots Guards, when an uncle died and left him another nest-egg of \$20,000,000. He at once threw up his commission and purchased the Duke of Rutland's estate at Chevely, near the racing town of Newmarket, in Cambridgeshire. He paid upward of \$1,250,000 for the property and spent as much more remodeling the Chevely Manor. Then this modern Prince Fortunatus launched into all branches of sport with an enthusiasm born of his youth and unbounded wealth. A thorough athlete, he stroked the Eton eight to victory at Henley in his salad days, played in the Eton football team, and as a Lieutenant in the Scots Guard was one of the founders of the Army Football Association. He went in for racing, and his horse *Irishling* won the Derby of 1893 and the reputation of being one of the greatest horses of the decade. He went in for yachting, and his steamer *Giralda*, a twin-screw vessel of 1,000 tons, yacht measurement, demonstrated her claim to the title of the fastest yacht in the world by steaming over the Nice course for fifty-three miles at the rate of 23.8-5 knots an hour. He also acted as the financial backbone of the *Valkyrie III* syndicate. He went in for politics, much to the discomfort of Sir George Murray, whom he defeated for the Newmarket division of Cambridge in the Unionist interest. In 1897 Colonel McCalmont married Mrs. Almar Fanning, daughter of General Sir Henry de Batho.

## POLICE COURT.

Thursday, 20th November.

## BEFORE MR. F. A. HAZELAND (POLICE MAGISTRATE).

## HOW BUILDING COLLAPSES ARE CAUSED.

Mr P. T. Crisp, Inspector of Buildings, Public Works Department, summoned two Chinamen, the owners of houses Nos. 40 and 42, Main Street, Aberdeen, for altering the said houses without permission or first sending the plans to the Public Works Department.

Mr. Crisp said the houses were rendered dangerous by these unauthorized alterations. The defendants, who pleaded guilty, were fined \$15 each.

THE TRIALS OF THE CHINESE SHOPKEEPER. Three privates in the Royal Welsh Fusiliers paid a visit to a shop in Praya East yesterday morning. They were just in that incident stage of inquiry when some men are disagreeable and others "larky." The three privates were in the latter mood and gave the Chinaman a rather lively time of it. He said nothing until one of them knocked over a three-dollar lamp and smashed it; then he thought it time to call in the police.

The man who broke the lamp was fined \$5 and ordered to pay \$3 compensation to the shopkeeper; the other two got off with a fine of \$3 each.

THEFT OF MONEY. Two Mong Kok Chinamen were charged with feloniously stealing a leather box containing \$55 and 300 cash from a fellow-countryman, who is a doctor at Mong Kok.

The first man admitted his guilt, and was sent to prison for two months with hard labour; the charge against the second defendant was withdrawn.

EMERGENCY RATIONS. There is nothing like preparing for possibilities. The master of a cargo-boat thought so, at any rate, and stored on board his craft a miscellaneous collection of provisions, including green peas, ham, vegetables, pickles, and other things that go towards the making of a good dinner. Unfortunately for himself, however, he has a very short memory, and when a policeman came on board the boatman had quite forgotten the name of the friend who gave him the groceries.

This lapse of memory cost him \$50, the price being fixed by his Worship.

## RUSSO-CHINESE TRADE.

The returns of Russia's trade with China via Kiakhta recently published are interesting reading. These returns cover the first four months of the present year, and deal exclusively with the Kiakhta route. None the less, the Odessa correspondent of the *Times*, they bear eloquent testimony to the severity of the blow dealt to Russia's trade with China by the recent Chinese troubles. The volume of trade amounted to the insignificant sum of \$50,000 roubles. For the corresponding period of last year it was exactly eight times as much—namely, \$400,000 roubles. Thus the recent troubles in China are responsible for a decrease of close on 90 per cent. in this year's returns. The report appended to the general returns declares that the disturbed state of China not only seriously interfered with commercial intercourse between the Russian and Chinese Empires generally but annihilated it completely in many instances.

The attitude of the *Novoe Vremya* and other Russian organs towards the question of the restoration of Manchuria is intelligible in the face of hard facts such as these returns furnish. The *Novoe Vremya* recently started many Russians by its evident anxiety to see the last of the Russian difficulty with Manchuria itself handed over to him who it termed its "legitimate owner." While insisting on the necessity of continuing the Russian occupation of that province until order should have been completely restored and a guarantee for its future tranquillity given by an Imperial Court in Peking capable not only of issuing edicts but of ensuring their execution, the St. Petersburg organ was most eager to direct the attention of its readers to the fact that this policy was a mere thrust on Russia by Manchuria's difficulties, which were entirely their effect on her economic position. The present returns show an extraordinary falling off, solely in consequence of the decrease of imports of Chinese goods into Russia. The exact figures for the first four months of last year and the year current are 6,500,000 and 400,000 roubles respectively. As far as the exports from Russia into China via Kiakhta are concerned, the aggregate returns show a balance of about \$50,000 roubles in favour of the first four months of the current year, the approximate figures for the latter being 450,000 roubles, as against 385,000 roubles for the corresponding period of 1900.

## MODERN DEVELOPMENTS IN REFUSE DESTRUCTION.

Mr. G. W. Melvin, Leeds, recently on the above subject made the following observations:—"The refuse of a city is a problem which has been able to extract the last unit of heat it is capable of supplying, and where intelligent labour is employed there is little difference between the two or three types of furnaces in operative capability. The improvements which are at present claiming the attention of most thoughtful experts are in the direction of handling the refuse cheaply and as cleanly as possible, and disposing of the residuals in a complete and palatable fashion. House and trade refuse is a very unpleasant enough when allowed to fester for a few days in the dustbin or ashpit. When collected and deposited in large quantities in readiness for the work of the destructor its odours become accentuated, and there is little wonder that the inhabitants do not care to have the destructor placed where they are likely to find it a nuisance owing to the accumulation. This has meant that engineers have endeavoured to so arrange the plant that such load without itself we have in modern furnaces be shot right away and out of sight into the destructor, not to be again seen until the resultant clinker is withdrawn. As a destructor specially built for the Strand Board of Works this idea has been fully worked out. The refuse to be dealt with—though not containing any wet ashpit materials—is of a very intractable character. Covent Garden sweepings formed a large proportion of the bulk, and boxes, baskets, barrels, warehouse refuse, paper, street sweepings and brewing rubbish formed the remainder. In so constructing the plant that this specially difficult and miscellaneous rubbish may be instantaneously delivered into the furnaces, great and unexpected difficulties have had to be overcome. The shape of the feed-holes has had to be ascertained by actual experiment, and it has been no light task to arrive at the correct proportions to ensure that the furnaces will swallow anything from a load of light street sweepings and refuse, to a load of heavy refuse, such as a pair of horse van wheelbarrows, the use of a feed-hole of very large

dimensions, and consequently a very large lid to close the feed-hole must be adopted, to make this lid airtight and provide the means of actuating it has also proved a formidable task. The solution has been found in the adoption of a water seal into which the edges of the lid are dipped, means being provided to raise the lid a few inches before drawing it back to open the feed-hole. When the furnace is to be fed the load of refuse is driven up, the lid lifted and the load discharged, a process occupying a little over a minute. This load, if shovelled on to the fire, would take two men at least a quarter of an hour to deal with. One man will easily be able to feed a dozen furnaces dealing with 120 tons per day, and it will be seen that not only is there a great saving in labour and no handling of gorm-faden matter by the men, but the wages bill is greatly reduced.

Another end which destructor makers are trying to secure is the burning up of sewage sludge, but the resultant clinker is of less value than that from refuse only about two-thirds of ordinary good refuse will burn, the last three or four years various types of destructors have been put upon the market by good firms giving extraordinary guarantees. Time alone can prove whether any have come to stay. The problems facing the designer of a destructor on new lines can only be judged as to their intricacy after thousands of pounds have been sunk with only failure as the result. A very large capital is required to embark in such a business. The demand for destructors is a growing one. How many a health resort is situated in its purpose by unsightly and dangerous tips? How many a village, beautiful to outward appearance, is anything but sweet owing to the pervading smell of decaying rubbish. Destructors may not yet be considered a source of profit, but if proper care be taken in dealing with residuals they are not a burden which the ratepayers will feel, and yet there are many hundreds of thousands of our 2,000 inhabitants entirely destitute of destructors, and scarcely a large town in the kingdom adequately supplied. In this matter, however, there is some comfort in the reflection that if much remains to be done in this country before it can be said to be fully equipped, yet Great Britain is unquestionably the leader of the civilised world.

On the conclusion of the paper, Mr. Melvin was asked whether the apparatus used in the Strand was working satisfactorily, and said that it was, and in reply to other speakers, stated that at Bradford the refuse was found to contain 40 per cent. of water, and yet it was satisfactorily dealt with. With regard to the effect of working at high pressure, he said that in one experiment at Leeds they had burned 24 tons of refuse in twenty-four hours on a grate area of 25 feet, but the wages bill was enormous. If very high pressures were used it naturally meant that furnaces would have a very short life and a merry one.

## "SHAMROCK'S" ERRORS.

In the opinion of many yachting authorities in the United States *Shamrock II* is considered equal to, if not slightly better than *Columbia*. An article in the *New York Sun* after the final race, takes the ground that it was through mistakes in handling her that *Shamrock* lost two of the races and that Capt. Sycamore, who is conceded to be a splendid sailing master, was hampered by a division of authority. The *Sun* says:—

According to many yachtsmen the *Shamrock* yesterday was beaten by the *Columbia* more through errors of judgment made by those who were in charge of the yacht than by the superior sailing qualities of the *Columbia*, and there are many who are of the opinion that, if the *Shamrock* had been sailed properly in the races between that boat and the *Columbia* for the America Cup, instead of having been beaten three times she should have now had two victories to her credit. There were many yesterday who watched the race and who are familiar with the sport who thought that the trouble with the *Shamrock* was that there was too much talent on board and that the sailing master who is acknowledged to be the best man in his profession in England, had been hampered too much and did not have a free hand.

The *Shamrock* at the start succeeded in getting into the better position, but at the cost of being handicapped twenty-nine seconds; while the *Columbia*, in keeping back in order to try and get over the line last, as it was a run before the wind, was handicapped twelve seconds, so that really this cost to the *Shamrock* was only seventeen seconds, and it was more than made up within twenty minutes after the start. The conditions yesterday were favourable to the challenger. The breeze was about ten miles in strength, but it lightened considerably before the race was over, and these were smooth. It was under such conditions as these that the *Shamrock* in her last trials that were sailed on the Clyde was able to beat the old *Shamrock* so easily, and it was for conditions such a prevailed yesterday that Mr. Watson had designed the craft and rigged her.

Going down the wind in the first race that was sailed to completion the *Columbia* had been sailed by no means the best of her crew, fifteen miles and with this in mind it was fully expected that when they started before the wind yesterday the *Columbia* would have a nice lead before the leeward mark was reached, but instead the *Shamrock* at once began to close up on the *Columbia* and twenty minutes after the race had started she was the leading boat and she kept on going ahead until half the course had been covered and she was then leading by a good margin. The conditions yesterday were a great deal to the advantage of the *Shamrock*, and she was sailing on the *Columbia* being the stern boat was bringing up a freshening breeze and this lead was soon cut down to about one hundred yards. Then, when the two yachts had an even breeze again the *Shamrock* drew ahead.

The first error made yesterday was in taking in the balloon jib topsail when the yacht was more than a mile and a quarter from the turning mark. This sail could have been carried for at least ten minutes longer and the *Shamrock* would have been in a better position to have it stowed away before the men were wanted to lower the spinnaker and trim in sheets. This error was costly, and enabled the *Columbia* to pick up quite a good deal, and would have been much more costly but for an accident on the *Columbia*. The spinnaker had caught in a snap hook on the balloon jib topsail, and when the crew let go of the topsail halliards the spinnaker was torn.

It took some time to get the two sails down, and letting them both down together the men could not keep them inboard and the balloon jib topsail got in the water and dragged there for a few seconds. The *Shamrock* turned the first mark 47 seconds in the lead and went on the starboard tack, heading toward the west; the breeze was freshening and the yacht was doing remarkably well. The *Columbia* made a short port tack and then took the starboard tack and stood after the *Shamrock*; and was sailing to windward of the challenger's wake. The *Shamrock* tacked, crossed the *Columbia's* bow and then, instead of tacking and heading on the same course which Capt. Barr had selected and keeping on toward the freshening breeze which was coming off the Jersey shore, the *Shamrock* kept on the

port tack and allowed the *Columbia* to sail on with her wind all clear, and that boat, getting the freshening breeze first, improved her position very much. One of the first principles of sailing is to keep the wind on the beam, and the *Shamrock* was to have forgotten this and crossing tacks from the outer mark all the way home. The *Shamrock* tacked after the *Columbia* when it was too late and then, as the *Shamrock* was falling down into the *Columbia's* wake, the challenger took the port tack again and headed toward the north-east.

Just at this time a shift in the wind gave such a lift to the *Columbia* that she was put about half a mile to the windward of the challenger, and those who were watching the race thought that all interest had gone out of it. The *Shamrock* kept the port tack for more than fifty minutes, and the *Columbia* was sailing along in the same direction. The wind lightened, the topsails were set, and the *Shamrock* looking fast and putting high did so well that when the two yachts took the starboard tack she was in the windward position.

The *Columbia* on this tack drew up somewhat and then tacking, tried to cross the *Shamrock's* bow, but the *Shamrock* weathered her easily, and instead of tacking again and keeping the American boat in a beaten position the *Shamrock* kept on and again allowed the *Columbia* to get her wind clean. The wind was getting much lighter on the beat home, but off the Jersey shore it was backing a little to the westward. It was coming off there in puffs that sometimes lasted several minutes.

The yachts split tacks again and Capt. Barr worked in to get the benefit of these freshening puffs and after standing on into a dying wind for some minutes the *Shamrock* went after her and when they came together again the *Shamrock* still had the lead. Capt. Barr headed in toward the shore again and the *Shamrock* let her go and in this way they worked all the way home to the finishing line and at the end the *Columbia* had got up so close that they went over the line only two seconds apart.

Twice the *Shamrock* appeared to have the race won yesterday and twice it was thrown away apparently through poor judgment shown by those in charge of the boat. Capt. Sycamore is the skipper who sailed the *Shamrock* but Mr. W. G. Jackson is the man who directs how the boat shall be sailed.

It was learned yesterday from one who had been in consultation with those on board the *Erin* that it was Mr. Jackson who insisted on the *Shamrock* luffing across the starting line on Tuesday, when the *Columbia* had gone over in the weather position. The *Shamrock* had crossed the line too soon. She had been recalled and the yacht bore off, crossed the line back again, and then luffed across instead of wearing around, gybing and taking the end of the two minutes and crossing well to windward. In the race sailed last Saturday, the first which was sailed to a finish, the *Shamrock* kept the *Columbia* under her lee all the way to the weather mark, and turned that mark with a fair lead. Then, instead of breaking out her light sails at once, and squaring away for home, thus making the most of her lead, she headed along, and waiting for the *Columbia*, and then had a luffing match with that yacht which proved disastrous. If the *Shamrock* yesterday had been handled as well on the windward leg of the course as she had been in the race of being beaten on corrected time, she would have won the race with a good margin to spare.

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Hongkong, 16th November, 1901. [616]

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Hongkong, 16th September, 1901. [284]

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## NOTICE

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Extreme Length ... 323 feet.  
Length on Blocks ... 513  
Width of Entrance on Top ... 89  
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Extreme Length ... 371 feet.  
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Hongkong, 4th November, 1901. [2801]

## SCIENTIFIC MISCELLANY

MARINE PHOSPHORESCENCE—A METAL-WORKING NEED—AIR-JET PROPULSION OF VESSELS—A PORTABLE BRIDGE—CARBURETTED ACETYLENE—LUMINOUS PUMPS—POOR LEATHER—PHOTOGRAPHY OF THE EARTH'S CURVE—A HEARING APPARATUS.

Cultures of the phosphorescent bacilli of the Baltic Sea have been a subject of study by M. T. Tarchanoff. The light is found to be a manifestation of respiration, connected with the consumption of oxygen, and the power of emitting it lasts for two or three weeks to six months. Shocks and the introduction of air excite extra activity. The luminosity is affected also by chemicals and by temperature, being temporarily extinguished at about 38 deg. C. and permanently so at 50 deg., but continuing considerably below freezing point. The presence of the bacilli, therefore, may give for several hours the remarkable phenomenon of luminous fog. Even more striking is the luminous fog, which M. Tarchanoff produced by injecting a little of the bacillus into the dorsal lymphatic sac of the frog, when the bacilli entered the blood and gradually illuminated the whole animal, the tongue shining with great brilliancy. This strange effect lasted three or four hours.

Much as it has been sought, a satisfactory solder for aluminum is reported to be still wanting. The difficulties are due to the rapid cooling of the joint through the high heat conductivity of aluminum, and to corrosion by galvanic action between the aluminum and the metals of the solder. Mixtures of zinc and tin that appear to adhere firmly are loosened after a few months by this corrosion. Heating the joint during soldering may overcome one difficulty, but solder containing sufficient aluminum to prevent galvanic action cannot be melted with the soldering-iron.

In the new method of steamboat propulsion of Mr. Robert Carr, steam is generated in a special boiler, and is made to drive air through tubes opening at the stern, the pressure of the air against the water driving the boat. Reversing is effected by turning the air into a tube running to the bow, and steering by closing the jet on one side.

The difficult problem of getting infantry across streams is solved by Commander Cluchagne, of the French army, in a very simple manner. He employs easily carried metal cylinders 12 inches long and 6 inches in diameter, which may be divided into halves for use as pails and kettles during a halt, and which may be closed to serve as water-tight buoys, with special couplings to attach them in pairs to swimming belts or to join them in considerable number for rafts and bridges. The pair of buoys belted to the back not only floats the non-swimmer but is a very effective aid in learning the art of swimming. For crossing wide rivers, a raft 10 feet long, composed of 160 cylinders, has been used, and this readily carried 6 men, 40 knapsacks and 4 guns, a total weight of 1,630 pounds. Bridges are readily pushed across narrow streams, a bridge 40 feet long and 3 feet wide, formed of 240 cylinders, weighing 485 pounds.

Important advantages are claimed for the new process of diluting acetylene by passing it through a volatile hydrocarbon, like petroleum, ether, or gasoline, with exclusion of air. The gas thus carburated seems to overcome the difficulties of acetylene incandescent lighting, as it heats the mantle without depositing soot and does not show the tendency of pure acetylene to recoil into the burner, while it gives much cheaper illumination than any other acetylene light. The explosiveness of the acetylene is materially lessened, while it is made more available for use in gas engines.

The species of fungi that have been known to show luminosity are found by Prof. D. McAlpine to number 21, of which 11 belong to the genus Pleurotus, and 5 are peculiar to Australia. The luminosity is not due to phosphorescent bacteria, but to combustion—probably of excreted metabolic products—in the fungus itself. The light is thought to serve the fungus by attracting insects that scatter its spores.

An "atmospheric" or Newcomen engine near Glasgow has been lifting coal since 1869. It has a cylinder 32½ inches in diameter and 66-inch stroke, and is run at 27 revolutions per minute, with a pressure of 7½ lbs, developing 27 horse-power.

The rapid decay of leather, which is becoming painfully noticeable wherever this material is used, is traced by a committee of British librarians to the quick processes of modern tanners. The use of certain mineral acids is condemned, as well as excessive shaving, straining, embossing, and glazing; and the catechol series of tanning agents—which includes gambier, larch, quebracho, hemlock, and turbar bark—is found to produce leather that is very liable to rot quickly. Leather so tanned is much used for cheap bookbinding. Much more durable proves to be leather made with the pyrogallol class of tannin, including myrabolus and sumac; and pure sumac is recommended as the best tanning material for bookbinding leather.

The demonstration of the earth's curvature by levelling has been lately repeated by Mr. H. Y. Oldham with a view of obtaining a photographic record. On a straight stretch of the English river Bedford are two bridges, six miles apart, with no intervening obstacles, and the height above water-level of the parapet of one bridge was marked upon the other bridge and also upon a pole set up half-way between. A telescope on the parapet of the first bridge then showed the mark on the pole to be about 6 feet above the line of sight between the outer points. This agrees with the calculated

effect, and by telephotography a picture was made giving proof for the lecture-room of the earth's spherical shape.

A new Russian apparatus for restoring hearing consists of a light rubber shell, furnished with a miniature microphone, which is connected to a small galvanic battery. It is claimed that the microphone causes even the softest speech to reach on the auditory nerve of the deaf when the apparatus is placed to the ear.

Mountain sickness, with the influence on the body of the weather, exercise, and other conditions of living at various altitudes, will be better understood after the investigation now in progress in the Alps by a party of physiologists led by Prof. Zuntz.

A GREAT STRIKE INEVITABLE.  
THE MINERS' CONFERENCE AND THE TAX QUESTION.

Before the effect of the recently imposed coal tax had been considered by the Westminster Miners' Conference, no fewer than 423,845 miners were in favour of a general strike, and less than 180,000 against the proposal. But the conference, which represented 750,000 miners, decided that, provided the miner's wage was not affected by the tax, there should be no strike.

A big mine owner has now expressed his conviction that the miner will have to bear a share of the burden after all, and so we may shortly expect the most calamitous coal strike that the United Kingdom has ever witnessed.

What shall we do for coal? Goodness knows prices to-day are high enough! There is wood, peat, and bit. All three of these substances burn. Wood, however, is scarce; peat is unobtainable; and bit (which is found in the bile, and which is manufactured by the liver) might enable us to go without fires altogether if only we could store sufficient of it in our bodies.

Bile, it may be said, is the natural by-product of the body, and it is that part of bile which gives lustre to the blood. It burns, in fact, like coal, and in this way supplies the body with the necessary heat. Seeing that bile is the body's physic, it can readily be understood that if the liver (which makes bile) is disordered there is a serious danger threatening you.

No better case could be cited than that of Mrs. Carter, who speaks in plain English:—"I had always been a very poor eater, exercising much judgment in what I ate and drank," she says, "but about four years ago I knew, for the first time, what indigestion really meant."

"I tried to eat everything and anything, like other people, but indigestion soon pulled me up. A mere potato caused me to gasp and fight for breath until I thought that I should die. I would be a whole hour suffering from its effects."

"The feeling was as though I were being choked or stifled to death, and if a dozen knives had been driven into my chest I do not think that I could have suffered greater agony. After that I became more cautious, but the least bit of solid food severely punished me."

"A piece of bread and butter would give me pain, and consequently I dared not eat much food. My strength ebbed slowly away, and after a time owing to the weakened state of my health, I grew to be very constipated and was troubled with severe, racing pains in the head."

"No medicine did me any good until I tried Seigel's Syrup, the first bottle of which gave me great relief. I continued taking it, and found that my appetite and powers of digestion rapidly increased. I gained strength, too, and naturally I gained confidence in Seigel's Syrup, which in time completely cured me of every ailment."

"I feel better in myself now, and can eat anything without fear. Seigel's Syrup is still my stand-by in time of need. It is a wonderful remedy."—E. Carter (Mrs.), 40, Bond Street, Lyng Lane, West Bromwich. April 10th, 1901.

Given out of a desire to do good, there is no need for anybody to ask which is the greater necessity, coal or bile. The answer is obvious. Besides giving heat, bile is a purgative, regulating the bowels. Seigel's Syrup will induce and maintain a normal flow of bile. A healthy action of the stomach, liver, and kidneys results from the use of this great herb tonic. These three organs strike when neglected or overworked.

A great strike is inevitable if you omit to guard against the inroads upon health of house and business worries. Seigel's Syrup enables the system to resist these insidious influences and, by maintaining full vigour, avoid strikes in every organ. There are no better arbitrators than a clear head and a healthy body.

What would a householder think of the coal merchant who delivered him kitchen cobbles when he has distinctly ordered the best drawing-room Wallend coals? Put yourself in this position when you order Seigel's Syrup. That is to say, emphatically and firmly renege any substitute. Seigel's Syrup has a thirty years' reputation and bears A.T. White's seal of approval; the substitute has neither.

People are not apt to think that the men who so readily practise these acts of dishonest substitution are at the root of some of our great labour evils. Substitutes undermine the legitimate sales of well-known products whose preparation on a large scale is responsible for the employment of thousands in well-lighted and sanitary factories, where prospects are sound and wages are certain. [30]

If you want your Boots well polished, tell your Valet or the Maid to ask for WALTON'S BOOT CREAMS and VARNISHES.  
WALTONIAN CREAM WHITE & BLACK.  
JANIE MOSCOVITE TAN-3 SHADES.  
PARISIAN DRESS-BOOT POLISH.  
Order from Stores or Wholesale to—  
JOHN WALTON (PARIS),  
MANUFACTURER,  
176, SHAFESBURY AVENUE LONDON. [275]

VICTORIA PRECEPTORY.  
A REGULAR MEETING of the VICTORIA PRECEPTORY will be held at the FREEMASON'S HALL, on TUESDAY, the 26th instant, at 8.30 for 9 p.m. precisely. Visiting Sir Knights are cordially invited to attend.  
Hongkong, 21st November, 1901. [2968]

## CHRISTMAS

PHOTOGRAPHIC VIEWS OF HONGKONG, CANTON, MACAO and PEKING Mounted as CHRISTMAS and NEW YEAR CARDS, with CHINESE GREETINGS Stamped in real Gold in Chinese Characters with English Translations.

## MOTTOES

A Merry Christmas and a Happy New Year  
Plenty chances, large gain;  
Dollar come all same rain  
Wishing you Happiness and Longevity  
Success Crowns your Undertakings  
My chin chin in Hongkong  
Makes you happy and strong  
Everything as you wish

禧新賀恭  
財發喜恭  
長久壽福  
遂順事諸  
健力壯身  
意如事事

## FOR SALE AT

MESSRS. KELLY & WALSH, LD. MESSRS. KRUSE & CO.  
MESSRS. W. BREWER & CO. MESSRS. ACHEE & CO.  
AND OTHER STORES. [2712]

RUPTURE RELIEVED AND OFTEN CURED BY THE USE OF OUR PATENT TRUSS INVENTION.

The *Lancet*, October 3rd, 1885, says: "It is comfortable, adapts itself readily to the movement of the body, and is very effective."  
British Medical Journal, May, 1885, says: "It is a very ingenious and successful truss."  
Medical Times and Hospital Gazette, 1885, says: "Hodges & Co. have for years past devoted their attention and skill to the improvement of trusses, for the treatment of various kinds of Hernia, following the principles laid down by Professor Wood, of King's College Hospital."

Particulars—  
HODGES & CO., 80, COLLEGE STREET, CHELSEA, LONDON, S.W. [2703]

GREG RECKE 19 and 20, FEATHERSTONE STREET LONDON, E.C.

& CO. ESTABLISHED NEARLY A QUARTER OF A CENTURY.

TELEGRAPHIC ADDRESS: "GREGRECKE, LONDON."

GENERAL PRODUCE BROKERS.

MANUFACTURERS OF SAUCES & DELICACIES.  
WHOLESALE EXPORTERS OF CONTINENTAL AND COLONIAL PRESERVED PROVISIONS, AND DRIED FRUITS, VEGETABLES, &c. (BEST QUALITY ONLY).

DEALERS IN ENGLISH, FRENCH AND ITALIAN POULTRY, EGGS, BUTTER, AND FARM PRODUCE. SHIPPING SUPPLIED. CORRESPONDENCE SOLICITED. [2750]

JAPAN COALS

THE MITSUI BUSSAN KAISHA (OR MITSUI & CO.)

HEAD OFFICE—43, SAKAMOTO-CHO, TOKYO.  
LONDON OFFICE—34, LIME STREET, E.C.  
HONGKONG OFFICE—4, ICE HOUSE STREET.

BRANCH OFFICES:  
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Hankow, Chafoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Kyoto, Shimonoeki, Maui, Wakamatsu, Karatsu, Nagasaki, Kuchinotsu, Sasabe, Miike, Hakodate, Taipeh, &c.

Telegraphic Address for all the Offices: "MITSUI" A.B.C. and A 1 Codes used.

CONTRACTORS OF COAL to the Imperial Japanese Navy, Arsenal and Railway Bureau; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.  
SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and SOLE AGENTS for Fukuoka, Hokoku, Ichimura, Kanada, Kishima, Manoura, Onoura, Otsuji, Tohmiyama, Tsukakuro, Yoshinotani, Yoshio, Yonekura, and other Coal Mines. N. INUZUKA, Manager. [2778]

Hongkong, 1st November, 1901.

TRY NAVY CUT AT A GENTLEMAN'S SMOKE

Supplied in Three Grades. Mild Medium & Strong. PACKED IN AIR TIGHT VACUUM TINS MANUFACTURED BY THE AMERICAN TOBACCO CO. U.S.A.




JOHN WALTON (PARIS), MANUFACTURER, 176, SHAFESBURY AVENUE LONDON. [275]

VICTORIA PRECEPTORY.

A REGULAR MEETING of the VICTORIA PRECEPTORY will be held at the FREEMASON'S HALL, on TUESDAY, the 26th instant, at 8.30 for 9 p.m. precisely. Visiting Sir Knights are cordially invited to attend.  
Hongkong, 21st November, 1901. [2968]





## VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections, commencing from Green Island. Vessels anchoring nearest Kowloon are marked A, nearest Hongkong, and Kowloon, and those vessels berthed at the Kowloon Wharf, &c., together with the number denoting the section.

1. From Green Island to the Harbour Master's  
2. From Harbour Master's to Black Pier.

3. From Black Pier to Naval Yard.  
4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., via PORTS OF CALL	PARRAMATTA	Brit. str.	2 m.	R. T. Cook, R.N.E.	P. & O. S. N. Co.	To-morrow, at Noon.
LONDON	MACHAON	Brit. str.	2 m.	C. C. Talbot, R.N.E.	P. & O. S. N. Co.	On 28th inst.
LONDON	ACHILLEES	Brit. str.	2 m.	C. C. Talbot, R.N.E.	P. & O. S. N. Co.	On 30th inst. at Noon.
LONDON	GLAUCUS	Brit. str.	2 m.	C. C. Talbot, R.N.E.	P. & O. S. N. Co.	On 10th December.
LONDON	DEUCALION	Brit. str.	2 m.	C. C. Talbot, R.N.E.	P. & O. S. N. Co.	On 24th December.
LONDON	PELEUS	Brit. str.	2 m.	C. C. Talbot, R.N.E.	P. & O. S. N. Co.	On 7th January.
LIVERPOOL DIRECT	IXION	Brit. str.	2 m.	C. C. Talbot, R.N.E.	P. & O. S. N. Co.	On 21st January.
LIVERPOOL DIRECT	PATROCLOS	Brit. str.	2 m.	C. C. Talbot, R.N.E.	P. & O. S. N. Co.	On 15th December.
MARSEILLES, &c., via PORTS OF CALL	ERNEST SIMONS	Fren. str.	2 m.	Vaquier	MESSAGERIES MARITIMES	On 2nd Dec., at 1 p.m.
BREMEN, via PORTS OF CALL	BARBARA	Ger. str.	2 m.	H. Bleker	MELCHERS & Co.	On 27th inst., at Noon.
HAVRE & HAMBURG	MARBURG	Ger. str.	2 m.	Zachariae	HAMBURG-AMERIKA LINIE	On 30th inst.
HAVRE & BREMEN & HAMBURG	SUEVIA	Ger. str.	2 m.	Borch	HAMBURG-AMERIKA LINIE	On 14th December.
HAVRE & HAMBURG	SERBIA	Ger. str.	2 m.	Borch	HAMBURG-AMERIKA LINIE	On 28th December.
HAVRE & HAMBURG	NUERNBERG	Ger. str.	2 m.	Ammon	HAMBURG-AMERIKA LINIE	On 6th January.
HAVRE & HAMBURG	STRASSBURG	Ger. str.	2 m.	Madsen	HAMBURG-AMERIKA LINIE	On 13th January.
HAVRE & HAMBURG	SAMBIA	Ger. str.	2 m.	Schmidt	HAMBURG-AMERIKA LINIE	On 26th January.
HAVRE & HAMBURG	AMERICA	Ger. str.	2 m.	Duckstein	HAMBURG-AMERIKA LINIE	On 12th February.
NEW YORK via PORTS & SUEZ CANAL	KURDISTAN	Brit. str.	2 m.	Dodwell & Co., Limited	DODWELL & CO., LIMITED	On or about 30th inst.
NEW YORK via SUEZ CANAL	ASAMA	Brit. str.	1 m.	Shewan, Tomes & Co.	SHAW, TOMES & CO.	On or about 23rd Dec.
VANCOUVER via SHANGHAI, &c.	ATHENIAN	Brit. str.	2 m.	M. Mowatt	CANADIAN PACIFIC R. CO.	On 4th December.
VANCOUVER via SHANGHAI, &c.	EMPEROR OF JAPAN	Brit. str.	2 m.	H. Pybus, R.N.E.	CANADIAN PACIFIC R. CO.	On 18th December, at Noon.
VICTORIA, B.C., & Tacoma via SHANGHAI, &c.	BRAMAR	Brit. str.	4 m.	W. Watt	DODWELL & CO., LIMITED	On 26th inst.
VICTORIA (B.C.) & Seattle via SHANGHAI, &c.	KAGA MARU	Jap. str.	2 m.	J. W. Ekstrand	NIPPON YUSEN KAISHA	On 2nd Dec., at 4 p.m.
VICTORIA (B.C.) & Seattle via SHANGHAI, &c.	PING SUY	Brit. str.	2 m.	D. Davis	DODWELL & CO., LIMITED	Quick despatch.
SAN DIEGO, &c., via MOJIL, &c.	THYRA	Brit. str.	2 m.	H. Fraser	BUTTERFIELD & SWIRE	On 20th December.
AUSTRALIAN PORTS	KARUGA MARU	Jap. str.	2 m.	H. Fraser	NIPPON YUSEN KAISHA	Today, at 4 p.m.
AUSTRALIAN PORTS	TEIKAN	Jap. str.	2 m.	H. Fraser	BUTTERFIELD & SWIRE	On 30th inst.
YOKOHAMA & KOBE	AUSTRIA	Brit. str.	2 m.	W. W. Cooke, R.N.E.	P. & O. S. N. Co.	To-day, P.M.
KOBE	TIENSIN	Brit. str.	2 m.	N. Tate	NIPPON YUSEN KAISHA	On or about 28th inst.
NAGASAKI, KOBE & YOKOHAMA	ROSSETTA MARU	Jap. str.	2 m.	C. L. Daniel	P. & O. S. N. Co.	To-day, at Noon.
SHANGHAI	CHUSAN	Brit. str.	2 m.	G. W. Gordon, R.N.E.	P. & O. S. N. Co.	On or about 23rd inst.
SHANGHAI	JAVA	Brit. str.	2 m.	S. Atami	MITSUI BUSSAN KAISHA	On or about 7th Dec.
FOOCHOW via SWATOW & AMOY	ANPING MARU	Jap. str.	1 m.	T. Saito	MITSUI BUSSAN KAISHA	On 4th Dec., at Daylight.
ANPING via SWATOW & AMOY	MAIDZURU MARU	Jap. str.	1 m.	T. Ogata	MITSUI BUSSAN KAISHA	On 27th inst.
TAMUI via SWATOW & AMOY	DAIJIN MARU	Jap. str.	1 m.	Hodgins	MITSUI BUSSAN KAISHA	On 24th inst.
SWATOW, AMOY & TAMSUI	FORMOSA	Brit. str.	2 m.	DODWELL & CO., LIMITED	DODWELL & CO., LIMITED	To-day, at Noon.
ILIOILO & CEBU	KAIPONG	Brit. str.	2 m.	Wells	BUTTERFIELD & SWIRE	On 25th inst.
MANILA	KARUGA MARU	Jap. str.	2 m.	H. Fraser	NIPPON YUSEN KAISHA	To-morrow, at 2 p.m.
MANILA	SUNOKIANG	Brit. str.	2 m.	H. Fraser	BUTTERFIELD & SWIRE	To-day, at 4 p.m.
MANILA	TEIKAN	Jap. str.	2 m.	H. Fraser	BUTTERFIELD & SWIRE	To-morrow.
SINGAPORE, PENANG & CALCUTTA	KUMSANG	Brit. str.	2 m.	Buller	JARDINE, MATHESON & CO.	On 30th inst.
SINGAPORE & BOMBAY	CARINTHIA	Aus. str.	2 m.	Marocchino	SANDER, WIELE & CO.	On 26th inst., at Noon.
SINGAPORE & BOMBAY	PEKIN	Brit. str.	2 m.	F. J. Fox	P. & O. S. N. Co.	On or about 29th inst.

## SHIPPING.

## ARRIVALS.

Nov. 20, APENRADE, German str., 611, Lorenzen, Haiphong 14th November and Hoihow 19th, General—JENSEN & Co.  
Nov. 20, AUSTRIA, Austrian str., 4870, Fellner, Singapore 14th Nov., General—SANDER, WIELE & Co.  
Nov. 21, INDEPENDENT, German str., 671, A. Holz, Newchwang and Chefoo 15th Nov., General—SANDER, WIELE & Co.  
Nov. 21, LOKSANG, British str., 979, Leask, Canton 20th November, General—JARDINE, MATHESON & Co.  
Nov. 21, PARRAMATTA, British str., 2354, R. T. Cook, R.N.E., Shanghai 23rd Nov., Mails and General—P. & O. S. N. Co.  
Nov. 21, SULLBERG, German str., 782, J. Jensen, Haiphong 17th November and Hoihow 19th, Rice and General—A. E. MARTY.  
Nov. 21, THEA, German str., 934, H. Oehlerich, Chefoo 15th November, Beans and General—JENSEN & Co.

## CLEARANCES.

At the Harbour Master's Office.  
21st November.  
Anping Maru, Japanese str., for Swatow.  
Celeste Durville, British ship, for Manila.  
Guthrie, British str., for Port Darwin.  
Hans Menzel, German str., for Chinkiang.  
Longmoon, German str., for Shanghai.  
Michael Jensen, German str., for Haiphong.  
Thea, German str., for Canton.

## DEPARTURES.

20th November.  
Hongkong, French str., for Haiphong.  
21st November.  
ANPING MARU, Japanese str., for Swatow.  
GUTHRIE, British str., for Australia.  
HAMBURG, German str., for Canton.  
LONGMOON, German str., for Shanghai.  
MICHAEL JENSEN, German str., for Haiphong.  
RICHMOND CASTLE, British str., for New York.  
SABINE RICKMEYER, British str., for Palembang.  
YUENSANG, British str., for Manila.

## VESSELS IN DOCK.

21st November.  
ABERDEEN DOCKS—Emerald, Elcano, H. J. Albrecht, Krimfing, Tacoma, Houghman, U.S. Princeton, Formosa, Justin, Lot-Lot, H.M.S. Fene, U.S.S. Kentucky, Braemar, Hongkong.  
COSMOPOLITAN DOCK—Pilsnulek.

## VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS.  
PLYMOUTH AND LONDON.  
THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

## THE Steamship

"PARRAMATTA."  
Captain R. T. Cook, R.N.E., carrying His Majesty's Mails, will be despatched from this for Bombay, on SATURDAY, the 23rd November, at Noon, taking passengers and cargo for the above ports.  
Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.  
Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.  
Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.  
For further particulars, apply to  
E. A. HEWETT,  
Superintendent.  
Hongkong, 11th November, 1901. [1]

"THE OSAKA SHOSHEN KAISHA, LIMITED."

FOR FOOCHOW via SWATOW AND AMOY.

THE Company's Steamship

"ANPING MARU."  
Captain S. Atami, will be despatched for the above ports on WEDNESDAY, the 4th December, at DAYLIGHT.

For Freight or Passage, apply to  
THE MITSUI BUSSAN KAISHA,  
Agents.  
Hongkong, 20th November, 1901. [19]

## VESSELS ON THE BERTH

## NIPPON YUSEN KAISHA.

## FOR MANILA.

## THE Company's Steamship

## "KASUGA MARU."

3,873 tons gross, Captain H. Fraser, will be despatched for the above port TO-DAY, the 22nd instant, at 4 p.m.

This new Mail Steamer is specially constructed for service in the Tropics, and is provided with superior accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator, Doctor and Stewards carried.  
For Freight and Passage, apply to  
A. S. MIHARA,  
Manager.  
Hongkong, 13th November, 1901. [2887]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO YOKOHAMA AND KOBE.

## THE Company's Steamship

## "AUSTRIA."

Captain Fellner, will leave for the above places TO-MORROW, the 23rd inst., P.M.

The Steamer has capital accommodation for Passengers. Electric light, A Doctor is carried.  
For Freight or Passage, apply to  
SANDER, WIELE & CO.,  
Agents.  
Hongkong, 15th November, 1901. [2915]

## THE OSAKA SHOSHEN KAISHA, LIMITED.

## FOR TAMSUI via SWATOW AND AMOY.

## THE Company's Steamship

## "DAIJIN MARU."

Captain T. Ogata, will be despatched for the above ports on SUNDAY, the 24th instant.

For Freight or Passage, apply to  
THE MITSUI BUSSAN KAISHA,  
Agents.  
Hongkong, 18th November, 1901. [117]

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

## FOR SINGAPORE, PENANG AND CALCUTTA.

## THE Company's Steamship

## "KUMSANG."

Captain Buller, will be despatched as above on TUESDAY, the 26th November, at Noon.

For Freight or Passage, apply to  
JARDINE, MATHESON & CO.,  
General Managers.  
Hongkong, 20th November, 1901. [2859]

## THE OSAKA SHOSHEN KAISHA, LIMITED.

## FOR ANPING via SWATOW AND AMOY.

## THE Company's Steamship

## "MAIDZURU MARU."

Captain T. Saito, will be despatched for the above ports on WEDNESDAY, the 27th inst.

For Freight or Passage, apply to  
THE MITSUI BUSSAN KAISHA,  
Agents.  
Hongkong, 14th November, 1901. [18]

## REGULAR STEAMSHIP SERVICE TO NEW YORK, via PORTS AND SUEZ CANAL.

## PROPOSED SAILINGS FROM HONGKONG.

"KURDISTAN" ... About 30th Nov.  
"LENNOX" ... About 15th Dec.  
"ORONSAY" ... About 31st Dec.

"AFRIDI" ... About 10th Jan.  
"HILGLEN" ... About 20th Jan.  
"LOWTHER CASTLE" ... About 31st Jan.

For Freight and further information, Apply to  
DODWELL & CO., LD.,  
Agents.  
Hongkong, 21st November, 1901. [1739]

## CANADIAN PACIFIC RAILWAY CO.'S

## ROYAL MAIL STEAMSHIP LINE.

## THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, via CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.  
"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 13 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

## PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)  
"ATHENIAN" ... Comdr. H. Mowatt ... WEDNESDAY, 4th Dec., 1901.  
"EMPEROR OF JAPAN" ... Comdr. H. Pybus, R.N.E. ... WEDNESDAY, 18th Dec., 1901.  
"EMPEROR OF CHINA" ... Comdr. E. Archibald, R.N.E. ... WEDNESDAY, 15th Jan., 1902.  
"TARTAR" ... Comdr. E. Beetham, R.N.E. ... WEDNESDAY, 29th Jan., 1902.  
"EMPEROR OF INDIA" ... Comdr. O. P. Marshall, R.N.E. ... WEDNESDAY, 12th Feb., 1902.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VAN COUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 8, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Navy, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIP, (second to none in the world), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and cuisine are unequalled.

## SPECIAL EXTRA SERVICE.

The Company's Steamships "TARTAR" and "ATHENIAN" have now been placed on the Line between CHINA and JAPAN PORTS and VANCOUVER, as additional sailings, taking Cargo and Passengers for all points in CANADA and the UNITED STATES.

In addition to the excellent First Saloon Passenger accommodation, the "ATHENIAN" takes 2nd Cabin Passengers with accommodation unequalled on the Pacific, also Storage.

The "TARTAR" takes First Class and Storage Passengers only. The run is usually made between YOKOHAMA and VANCOUVER in 14 Days.

For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to  
D. E. BROWN, General Agent.  
Podder's Street.  
Hongkong, 21st November, 1901. [10]

## HAMBURG-AMERIKA LINIE.

## NORDDEUTSCHER LLOYD.

## OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.)

## PROPOSED SAILINGS FROM HONGKONG.

## SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.  
MARBURG ... HAVRE & HAMBURG ... On 30th Nov. Freight.  
SUEVIA ... HAVRE, BREMEN & HAMBURG ... On 14th Dec. Freight.  
SERBIA ... HAVRE & HAMBURG ... On 28th Dec. Freight.  
NUERNBERG ... HAVRE & HAMBURG ... On 6th Jan., 1902. Freight.  
STRASSBURG ... HAVRE & HAMBURG ... On 13th Jan., 1902. Freight.  
SAMBIA ... HAVRE & HAMBURG ... On 26th Jan., 1902. Freight.  
AMERICA ... HAVRE & HAMBURG ... On 13th Feb., 1902. Freight.

For Further Particulars, apply to  
HAMBURG-AMERIKA LINIE,  
HONGKONG OFFICE,  
QUEEN'S BUILDINGS, No. 1. [1001]

## PENINSULAR AND ORIENTAL

## STEAM NAVIGATION COMPANY.

FOR STEAMERS. TO SAIL ON. REMARKS.

LONDON, &c. ... PARRAMATTA ... R. T. Cook, R.N.E. ... November ... See Special Advertisement.

SHANGHAI ... CHUSAN ... C. L. Daniel ... About 23rd November ... Freight or Passage.

KOBE ... TIENSIN ... W. W. Cooke, R.N.E. ... About 28th November ... Freight only.

\* SINGAPORE and (PEKIN) ... F. J. Fox ... About 29th November ... Freight only.

BOMBAY ... JAPAN ... C. C. Talbot, R.N.E. ... Noon, 30th November ... Freight only.

SHANGHAI ... JAVA ... G. W. Gordon, R.N.E. ... About 7th December ... Freight or Passage.

\* Calling at Penang and Colombo if sufficient inducement offers.

PASSENGER SEASON 1902.

For MARSEILLES, PLYMOUTH, ... ORIENTAL ... 5,334 Tons ... 29th March.

and LONDON DIRECT ... MALTA ... 6,064 Tons ... 12th April.

WITHOUT TRANSHIPMENT.

For Further Particulars, apply to  
E. A. HEWETT,  
Superintendent.

Hongkong, 11th November, 1901.

## NORTHERN PACIFIC

## STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY COMPANY.

Steamer. Tons. Captain. Proposed Sailing.

BRAEMAR ... 3,601 ... W. Watt ... November 26th.

DUKE OF FIPE ... 3,821 ... J. S. Cox ... December 3rd.

TACOMA ... 2,811 ... A. Dixon ... December 17th.

VICTORIA ... 3,502 ... J. Panten ... December 27th.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

Excellent accommodation. First-class Table, Doctors and STEWARDESSEES carried. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG TO LONDON, 252.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma; Dining Car is attached to trans-continental trains day and night; Tacoma to New York in 4 days. Magnificent Scenery of the Rocky and CASCADE MOUNTAINS. The Yellowstone National Park.

HONGKONG TO VICTORIA AND TACOMA, 235.

The best route to the Klamath Gold Fields. Frequent sailings from VICTORIA and TACOMA to DYER and St. MICHAEL.

Rates of Passage to other Points on application.

A Special Rate allowed to members of Government Services.

For further information as to Passage or Freight, apply to  
DODWELL & CO., LIMITED,  
General Agents.

Hongkong, 18th November, 1901. [11]

## IMPERIAL GERMAN MAIL

## LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHEASTON TO LAND PASSENGERS AND LOGGAGE. N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

STEAMERS. SAILING DATES.

BAYERN ... WEDNESDAY ... 27th November.

STUTTGART ... WEDNESDAY ... 11th December.

KONIG ALBERT ... WEDNESDAY ... 25th December.



## VESSELS ON THE BERTH

## OCEAN STEAMSHIP COMPANY.

FROM	STEAMERS	TO	DATE
GLASGOW and LIVERPOOL	"IXION"	On 21st November.	
GLASGOW and LIVERPOOL	"DEUCALION"	On 25th November.	
GLASGOW and LIVERPOOL	"PELEUS"	On 5th December.	
GLASGOW and LIVERPOOL	"PATROCLUS"	On 15th December.	
FOR	STEAMERS	TO	DATE
LONDON	"MACHAON"	On 21st November.	
LONDON	"ACHILLES"	On 10th December.	
LONDON	"GLAUCUS"	On 24th December.	
LONDON	"DEUCALION"	On 7th January.	
LONDON	"PELEUS"	On 21st January.	
LIVERPOOL DIRECT	"IXION"	On 15th December.	
LIVERPOOL DIRECT	"PATROCLUS"	On 15th January.	

The S.S. "IXION" left SINGAPORE on the 15th inst., a.m., and is due in Hongkong on the 21st inst., a.m.

For Freight, apply to  
**BUTTERFIELD & SWIRE,**  
AGENTS O. S. S. Co.

Hongkong, 22nd November, 1901.

## CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO	DATE
MANILA	"SUNGKIANG"	On 23rd November.	
LOILOLO CEBU	"KAIFONG"	On 23rd November.	
MANILA	"TSINAN"	On 30th November.	
PORT DARWIN, THURSDAY	"TSINAN"	On 30th November.	
ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY			
and MELBOURNE			

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Lights. A duly qualified Surgeon is carried.

For Freight or Passage, apply to—

**BUTTERFIELD & SWIRE,**  
AGENTS.

Hongkong, 18th November, 1901.

## THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

## TRANS-PACIFIC SERVICE

VICTORIA (B.C.), SEATTLE AND TACOMA (WASH.)

The Steamship

"PING SUEY,"

4,150 Tons, Commander D. Davies, is due here on the 21st inst. and will have quick despatch.

For Rates of Freight and Further Particulars, apply to

**DODWELL & CO., LTD.,**  
Agents.

Hongkong, 21st November, 1901.

## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE AND BOMBAY.

(In close connection with the Company's accelerated line to Trieste.)

The Company's Steamship

"CARINTHIA,"

Captain Marzocchi, will be despatched as above on TUESDAY, the 26th inst., p.m.

The steamer has splendid accommodation for Passengers, Electric Light, A Doctor is carried.

For information as to Passage and Freight, apply to

**SANDER, WIELER & CO.,**  
Agents.

Hongkong, 21st November, 1901.

## SHEWAN TOMES &amp; CO.'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL.

The Steamship

"ASAMA"

will be despatched for the above port on or about 20th December, 1901.

To be followed by the Steamship "ACARA"

on or about 31st December, 1901.

For Freight, apply to

**SHEWAN, TOMES & CO.,**  
Agents.

Hongkong, 18th November, 1901.

## CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.

THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA &c.

S.S. "THYRA" On 20th December.

The Steamship "THYRA" will be despatched for SAN DIEGO and SAN FRANCISCO via MOJI, KOBE, and YOKOHAMA on FRIDAY, the 20th December.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 p.m. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address full. Value of same is required.

Consular Invoices, to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to

**BUTTERFIELD & SWIRE,**  
Agents.

Hongkong, 11th November, 1901.

## IMPERIAL GERMAN MAIL LINE.

## NOTICE TO CONSIGNEES.

The Steamship

"STUTTGART,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure, and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 12 o'clock Noon, To-day, the 15th inst.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 22nd inst. will be subject to sale.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, the 19th inst., and THURSDAY, the 21st inst., at 9.30 a.m.

All claims must reach us before the 27th inst., or they will not be recognised.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the undersigned.

**NORDDEUTSCHER LLOYD.**  
MELCHERS & CO.,  
Agents.

Hongkong, 15th November, 1901.

## "BEN" LINE OF STEAMERS.

## NOTICE TO CONSIGNEES.

STEAMSHIP "BENBUCH,"

FROM LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 23rd inst., will be subject to sale.

All Claims against the Steamer must be presented to the Undersigned on or before the 10th proximo, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 23rd inst., at 11 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., Agents.

Hongkong, 16th November, 1901.

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

The Company's Steamship

"KUMSANG,"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after Noon, the 22nd inst., will be landed at Consignees' risk and expense into Godowns at EAST PORT.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & CO., General Managers.

Hongkong, 19th November, 1901.

## NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "DUKE OF FIFE,"

FROM TACOMA, VICTORIA, YOKOHAMA, KOBE, MOJI & SHANGHAI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

**DODWELL & CO., LTD.,**  
Agents.

Hongkong, 18th November, 1901.

## S. S. "VILLE DE LA CIOTAT."

## COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London and Havre, via Suez, Genoa, and Bordeaux, ex S.S. "Ville de la Ciotat," are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, To-day, the 18th inst.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th inst. will be subject to sale.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 25th inst., at 3 p.m.

No Fire Insurance has been effected.

**HAMBURG-AMERIKA LINIE,**  
Hongkong Office.

Hongkong, 18th November, 1901.

## NOTICE TO CONSIGNEES.

STEAMSHIP "BRARMAR,"

FROM TACOMA, VICTORIA, YOKOHAMA, KOBE, MOJI & SHANGHAI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

**DODWELL & CO., LIMITED,**  
Agents.

Hongkong, 14th November, 1901.

## HONGKONG STEAMERS.

Amara, British str., 1,568, Matlock, Nov. 14.

Jardine, Matheson & Co., Agents.

Amara, British str., 1,568, Matlock, Nov. 14.

Jardine, Matheson & Co., Agents.

Amara, British str., 1,568, Matlock, Nov. 14.

Jardine, Matheson & Co., Agents.

Chowat, German str., 1,115, Muller, Nov. 20.

Melchers & Co.

Daijin Maru, Japanese str., 900, Saito, Nov. 20.

M. B. Kalsha

Derwongse, Ger. str., 1,957, Textor, Nov. 20.

Batavia, Dutch str., 1,000, Saito, Nov. 20.

Dr. Hans Jung, Kaiser, Norw. str., 691, Larsen, Nov. 18.

A. B. Marty

Duke of Fife, British str., 3,547, Cox, Nov. 18.

Dodwell & Co., Limited

Elcano, American str., 510, Altonaze, Sept. 3.

Brandao & Co.

Emma, German str., 1,681, Samuelson, Nov. 19.

Jensen & Co.

Esmeralda, British str., 900, McGinty, Nov. 17.

Shewan, Tomes & Co.

Haiding, British str., 1,270, Davis, Nov. 18.

Douglas Lippard & Co.

Hans Menzell, German str., 1,649, Nebinger, Oct. 20.

E. A. Trading Co., Limited

Hinsang, British str., 1,536, Lake, Nov. 18.

Jardine, Matheson & Co.

Independent, German str., 871, Holtz, Oct. 21.

Sander, Wieler & Co.

Kaga Maru, Jap. str., 3,800, Ekstrand, Nov. 18.

Nippon Yusen Kaisha

Kasuga, Jap. str., 2,368, Fraser, Nov. 19.

Nippon Yusen Kaisha

Kumsang, British str., 2,076, Butler, Nov. 19.

Jardine, Matheson & Co.

Lal-Tock, Spanish str., 185, Fabbragis, Nov. 17.

A. R. Marty

Loongsang, British str., 1,092, Weigall, Nov. 18.

Jardine, Matheson & Co.

Mongkut, German str., 959, Gotsche, Nov. 15.

Butterfield & Swire

Parramatta, British str., 2,854, Cook, Nov. 21.

P. O. S. N. Co.

Perla, British str., 1,284, McArthur, Nov. 10.

Shewan, Tomes & Co.

Pitmanuk, German str., 1,267, Illing, Nov. 10.

Butterfield & Swire

Radnorshire, Brit. str., 1,889, Bindloss, Nov. 20.

Butterfield & Swire

Richmond, British str., 1,314, Mann, Nov. 14.

Siemssen & Co.

Resista Maru, Jap. str., 2,402, Tate, Nov. 19.

Nippon Yusen Kaisha

Sandakan, German str., 1,374, Brandstatter, Nov. 12.

Molchers & Co.

Siam, British steamer, 999, Biann, Nov. 17.

McBain & Co.

Sishan, British str., 957, Jones, Nov. 12.

Bradley & Co.

Skarpene, Norw. str., 1,130, Tollfassen, Nov. 17.

Chinuss

Sulther, German str., 1,782, Jensen, Nov. 21.

Siemssen & Co.

Sultan, Van, Dutch str., 1,574, Zwart, Nov. 13.

May & Co.

Sungking, British str., 1,021, Moore, Nov. 19.

Butterfield & Swire

Tacoma, British str., 2,811, Dixon, Oct. 21.

Dodwell & Co., Limited

Taichong, German str., 823, Ahrens, Nov. 17.

Meyer & Co.

Telemachus, Brit. str., 1,379, Williamson, Nov. 14.

Chinuss

Tetartus, German str., 1,578, Dinse, Nov. 18.

Siemssen & Co.

Thales, British steamer, 836, Robson, Nov. 20.

Douglas Lippard & Co.

Thao, German steamer, 934, Oherlich, Nov. 21.

Jensen & Co.

Trym, Norwegian str., 710, Dall, Nov. 18.

A. R. Marty

Colosto Burrell, British ship, 1,764, Jeffry, May 28.

Order

Dudhope, British ship, 1,886, Low, Nov. 3.

Order

Geo. May, British ship, 1,647, Spice, Oct. 20.

Geo. Arnold, Karberg & Co.

Helan A. Wyman, Amr. ship, 1,604, Vanhon, Sept. 10.

Arnhold, Karberg & Co.

H. J. Albrecht, German sch., 701, Andersen, Oct. 10.

Master

Lannberg, Brit. bark, 1,215, McDougall, Aug. 14.

Master

Manuel Lagano, Amr. ship, 1,650, Nichols, June 30.

Standard Oil Co.

Osberga, British bark, 950, Densmore, Nov. 4.

Sea Witch

W. H. Cogger, Amr. ship, 1,172, Hoves, Feb. 21.

Master

W. H. Cogger, Amr. ship, 1,526, Colcord, Sept. 25.

Standard Oil Co.

## MARKET PRICES.—November 21st, 1901.

The Prices are given in Dollar Cents. Copper cash is cash 100 to \$1, the Dollar; a catty is 11 lbs., 1 picul 133 1/3 lbs.



## POST OFFICE NOTICES.

The *Chusan*, with the English Mail of the 25th ult., left Singapore on Sunday, the 17th. inst., at 4 p.m., and may be expected here to-morrow. This Packet brings replies to letters despatched from Hongkong on 23rd September.

Christmas Cards, etc., for the United Kingdom posted on the 23rd inst., per P. & O. steamer *Parramatta*, are due in London on the 22nd December.

The attention of the Public is drawn to the following regulations as to the manner of packing Christmas Cards when sent by Book Post:—The Packet must be open at the ends and the contents visible, or easily to be rendered visible. Packets which are sealed or forwarded in closed covers with the corners cut off or with notched ends are returned to the senders. Packets may be tied with string to protect the contents, but in such a way that the string can be easily untied.

## MAILS WILL CLOSE.

FOR	PER	DAY AND HOUR.
Canton	Friday, 22nd, 7.30 A.M.	
Singapore	Friday, 22nd, 9.00 A.M.	
Swatow, Amoy and Tamsui	Friday, 22nd, 11.00 A.M.	
Nagasaki, Kobe and Yokohama	Friday, 22nd, 11.00 A.M.	
Manila, Thursday Island, Townsville, Brisbane, Sydney and Melbourne	Friday, 22nd, 1.15 P.M.	
Canton	Friday, 22nd, 3.00 P.M.	
Singapore	Saturday, 23rd, 9.00 A.M.	
Swatow, Amoy and Tamsui	Saturday, 23rd, 10.00 A.M.	
Nagasaki, Kobe and Yokohama	Saturday, 23rd, 10.00 A.M.	
Manila, Thursday Island, Townsville, Brisbane, Sydney and Melbourne	Saturday, 23rd, 1.15 P.M.	
Canton	Saturday, 23rd, 3.00 P.M.	
Singapore	Sunday, 24th, 9.00 A.M.	
Swatow, Amoy and Tamsui	Sunday, 24th, 10.00 A.M.	
Nagasaki, Kobe and Yokohama	Sunday, 24th, 10.00 A.M.	
Manila, Thursday Island, Townsville, Brisbane, Sydney and Melbourne	Sunday, 24th, 1.15 P.M.	
Canton	Sunday, 24th, 3.00 P.M.	
Singapore	Monday, 25th, 9.00 A.M.	
Swatow, Amoy and Tamsui	Monday, 25th, 10.00 A.M.	
Nagasaki, Kobe and Yokohama	Monday, 25th, 10.00 A.M.	
Manila, Thursday Island, Townsville, Brisbane, Sydney and Melbourne	Monday, 25th, 1.15 P.M.	
Canton	Monday, 25th, 3.00 P.M.	
Singapore	Tuesday, 26th, 9.00 A.M.	
Swatow, Amoy and Tamsui	Tuesday, 26th, 10.00 A.M.	
Nagasaki, Kobe and Yokohama	Tuesday, 26th, 10.00 A.M.	
Manila, Thursday Island, Townsville, Brisbane, Sydney and Melbourne	Tuesday, 26th, 1.15 P.M.	
Canton	Tuesday, 26th, 3.00 P.M.	
Singapore	Wednesday, 27th, 9.00 A.M.	
Swatow, Amoy and Tamsui	Wednesday, 27th, 10.00 A.M.	
Nagasaki, Kobe and Yokohama	Wednesday, 27th, 10.00 A.M.	
Manila, Thursday Island, Townsville, Brisbane, Sydney and Melbourne	Wednesday, 27th, 1.15 P.M.	
Canton	Wednesday, 27th, 3.00 P.M.	
Singapore	Thursday, 28th, 9.00 A.M.	
Swatow, Amoy and Tamsui	Thursday, 28th, 10.00 A.M.	
Nagasaki, Kobe and Yokohama	Thursday, 28th, 10.00 A.M.	
Manila, Thursday Island, Townsville, Brisbane, Sydney and Melbourne	Thursday, 28th, 1.15 P.M.	
Canton	Thursday, 28th, 3.00 P.M.	
Singapore	Friday, 29th, 9.00 A.M.	
Swatow, Amoy and Tamsui	Friday, 29th, 10.00 A.M.	
Nagasaki, Kobe and Yokohama	Friday, 29th, 10.00 A.M.	
Manila, Thursday Island, Townsville, Brisbane, Sydney and Melbourne	Friday, 29th, 1.15 P.M.	
Canton	Friday, 29th, 3.00 P.M.	
Singapore	Saturday, 30th, 9.00 A.M.	
Swatow, Amoy and Tamsui	Saturday, 30th, 10.00 A.M.	
Nagasaki, Kobe and Yokohama	Saturday, 30th, 10.00 A.M.	
Manila, Thursday Island, Townsville, Brisbane, Sydney and Melbourne	Saturday, 30th, 1.15 P.M.	
Canton	Saturday, 30th, 3.00 P.M.	
Singapore	Sunday, 1st Dec., 9.00 A.M.	
Swatow, Amoy and Tamsui	Sunday, 1st Dec., 10.00 A.M.	
Nagasaki, Kobe and Yokohama	Sunday, 1st Dec., 10.00 A.M.	
Manila, Thursday Island, Townsville, Brisbane, Sydney and Melbourne	Sunday, 1st Dec., 1.15 P.M.	
Canton	Sunday, 1st Dec., 3.00 P.M.	
Singapore	Monday, 2nd Dec., 9.00 A.M.	
Swatow, Amoy and Tamsui	Monday, 2nd Dec., 10.00 A.M.	
Nagasaki, Kobe and Yokohama	Monday, 2nd Dec., 10.00 A.M.	
Manila, Thursday Island, Townsville, Brisbane, Sydney and Melbourne	Monday, 2nd Dec., 1.15 P.M.	
Canton	Monday, 2nd Dec., 3.00 P.M.	
Singapore	Tuesday, 3rd Dec., 9.00 A.M.	
Swatow, Amoy and Tamsui	Tuesday, 3rd Dec., 10.00 A.M.	
Nagasaki, Kobe and Yokohama	Tuesday, 3rd Dec., 10.00 A.M.	
Manila, Thursday Island, Townsville, Brisbane, Sydney and Melbourne	Tuesday, 3rd Dec., 1.15 P.M.	
Canton	Tuesday, 3rd Dec., 3.00 P.M.	
Singapore	Wednesday, 4th Dec., 9.00 A.M.	
Swatow, Amoy and Tamsui	Wednesday, 4th Dec., 10.00 A.M.	
Nagasaki, Kobe and Yokohama	Wednesday, 4th Dec., 10.00 A.M.	
Manila, Thursday Island, Townsville, Brisbane, Sydney and Melbourne	Wednesday, 4th Dec., 1.15 P.M.	
Canton	Wednesday, 4th Dec., 3.00 P.M.	
Singapore	Thursday, 5th Dec., 9.00 A.M.	
Swatow, Amoy and Tamsui	Thursday, 5th Dec., 10.00 A.M.	
Nagasaki, Kobe and Yokohama	Thursday, 5th Dec., 10.00 A.M.	
Manila, Thursday Island, Townsville, Brisbane, Sydney and Melbourne	Thursday, 5th Dec., 1.15 P.M.	
Canton	Thursday, 5th Dec., 3.00 P.M.	
Singapore	Friday, 6th Dec., 9.00 A.M.	
Swatow, Amoy and Tamsui	Friday, 6th Dec., 10.00 A.M.	
Nagasaki, Kobe and Yokohama	Friday, 6th Dec., 10.00 A.M.	
Manila, Thursday Island, Townsville, Brisbane, Sydney and Melbourne	Friday, 6th Dec., 1.15 P.M.	
Canton	Friday, 6th Dec., 3.00 P.M.	
Singapore	Saturday, 7th Dec., 9.00 A.M.	
Swatow, Amoy and Tamsui	Saturday, 7th Dec., 10.00 A.M.	
Nagasaki, Kobe and Yokohama	Saturday, 7th Dec., 10.00 A.M.	
Manila, Thursday Island, Townsville, Brisbane, Sydney and Melbourne	Saturday, 7th Dec., 1.15 P.M.	
Canton	Saturday, 7th Dec., 3.00 P.M.	
Singapore	Sunday, 8th Dec., 9.00 A.M.	
Swatow, Amoy and Tamsui	Sunday, 8th Dec., 10.00 A.M.	
Nagasaki, Kobe and Yokohama	Sunday, 8th Dec., 10.00 A.M.	
Manila, Thursday Island, Townsville, Brisbane, Sydney and Melbourne	Sunday, 8th Dec., 1.15 P.M.	
Canton	Sunday, 8th Dec., 3.00 P.M.	
Singapore	Monday, 9th Dec., 9.00 A.M.	
Swatow, Amoy and Tamsui	Monday, 9th Dec., 10.00 A.M.	
Nagasaki, Kobe and Yokohama	Monday, 9th Dec., 10.00 A.M.	
Manila, Thursday Island, Townsville, Brisbane, Sydney and Melbourne	Monday, 9th Dec., 1.15 P.M.	
Canton	Monday, 9th Dec., 3.00 P.M.	
Singapore	Tuesday, 10th Dec., 9.00 A.M.	
Swatow, Amoy and Tamsui	Tuesday, 10th Dec., 10.00 A.M.	
Nagasaki, Kobe and Yokohama	Tuesday, 10th Dec., 10.00 A.M.	
Manila, Thursday Island, Townsville, Brisbane, Sydney and Melbourne	Tuesday, 10th Dec., 1.15 P.M.	
Canton	Tuesday, 10th Dec., 3.00 P.M.	
Singapore	Wednesday, 11th Dec., 9.00 A.M.	
Swatow, Amoy and Tamsui	Wednesday, 11th Dec., 10.00 A.M.	
Nagasaki, Kobe and Yokohama	Wednesday, 11th Dec., 10.00 A.M.	
Manila, Thursday Island, Townsville, Brisbane, Sydney and Melbourne	Wednesday, 11th Dec., 1.15 P.M.	
Canton	Wednesday, 11th Dec., 3.00 P.M.	
Singapore	Thursday, 12th Dec., 9.00 A.M.	
Swatow, Amoy and Tamsui	Thursday, 12th Dec., 10.00 A.M.	
Nagasaki, Kobe and Yokohama	Thursday, 12th Dec., 10.00 A.M.	
Manila, Thursday Island, Townsville, Brisbane, Sydney and Melbourne	Thursday, 12th Dec., 1.15 P.M.	
Canton	Thursday, 12th Dec., 3.00 P.M.	
Singapore	Friday, 13th Dec., 9.00 A.M.	
Swatow, Amoy and Tamsui	Friday, 13th Dec., 10.00 A.M.	
Nagasaki, Kobe and Yokohama	Friday, 13th Dec., 10.00 A.M.	
Manila, Thursday Island, Townsville, Brisbane, Sydney and Melbourne	Friday, 13th Dec., 1.15 P.M.	
Canton	Friday, 13th Dec., 3.00 P.M.	
Singapore	Saturday, 14th Dec., 9.00 A.M.	
Swatow, Amoy and Tamsui	Saturday, 14th Dec., 10.00 A.M.	
Nagasaki, Kobe and Yokohama	Saturday, 14th Dec., 10.00 A.M.	
Manila, Thursday Island, Townsville, Brisbane, Sydney and Melbourne	Saturday, 14th Dec., 1.15 P.M.	
Canton	Saturday, 14th Dec., 3.00 P.M.	
Singapore	Sunday, 15th Dec., 9.00 A.M.	
Swatow, Amoy and Tamsui	Sunday, 15th Dec., 10.00 A.M.	
Nagasaki, Kobe and Yokohama	Sunday, 15th Dec., 10.00 A.M.	
Manila, Thursday Island, Townsville, Brisbane, Sydney and Melbourne	Sunday, 15th Dec., 1.15 P.M.	
Canton	Sunday, 15th Dec., 3.00 P.M.	
Singapore	Monday, 16th Dec., 9.00 A.M.	
Swatow, Amoy and Tamsui	Monday, 16th Dec., 10.00 A.M.	
Nagasaki, Kobe and Yokohama	Monday, 16th Dec., 10.00 A.M.	
Manila, Thursday Island, Townsville, Brisbane, Sydney and Melbourne	Monday, 16th Dec., 1.15 P.M.	
Canton	Monday, 16th Dec., 3.00 P.M.	
Singapore	Tuesday, 17th Dec., 9.00 A.M.	
Swatow, Amoy and Tamsui	Tuesday, 17th Dec., 10.00 A.M.	
Nagasaki, Kobe and Yokohama	Tuesday, 17th Dec., 10.00 A.M.	
Manila, Thursday Island, Townsville, Brisbane, Sydney and Melbourne	Tuesday, 17th Dec., 1.15 P.M.	
Canton	Tuesday, 17th Dec., 3.00 P.M.	
Singapore	Wednesday, 18th Dec., 9.00 A.M.	
Swatow, Amoy and Tamsui	Wednesday, 18th Dec., 10.00 A.M.	
Nagasaki, Kobe and Yokohama	Wednesday, 18th Dec., 10.00 A.M.	
Manila, Thursday Island, Townsville, Brisbane, Sydney and Melbourne	Wednesday, 18th Dec., 1.15 P.M.	
Canton	Wednesday, 18th Dec., 3.00 P.M.	
Singapore	Thursday, 19th Dec., 9.00 A.M.	
Swatow, Amoy and Tamsui	Thursday, 19th Dec., 10.00 A.M.	
Nagasaki, Kobe and Yokohama	Thursday, 19th Dec., 10.00 A.M.	
Manila, Thursday Island, Townsville, Brisbane, Sydney and Melbourne	Thursday, 19th Dec., 1.15 P.M.	
Canton	Thursday, 19th Dec., 3.00 P.M.	
Singapore	Friday, 20th Dec., 9.00 A.M.	
Swatow, Amoy and Tamsui	Friday, 20th Dec., 10.00 A.M.	
Nagasaki, Kobe and Yokohama	Friday, 20th Dec., 10.00 A.M.	
Manila, Thursday Island, Townsville, Brisbane, Sydney and Melbourne	Friday, 20th Dec., 1.15 P.M.	
Canton	Friday, 20th Dec., 3.00 P.M.	
Singapore	Saturday, 21st Dec., 9.00 A.M.	
Swatow, Amoy and Tamsui	Saturday, 21st Dec., 10.00 A.M.	
Nagasaki, Kobe and Yokohama	Saturday, 21st Dec., 10.00 A.M.	
Manila, Thursday Island, Townsville, Brisbane, Sydney and Melbourne	Saturday, 21st Dec., 1.15 P.M.	
Canton	Saturday, 21st Dec., 3.00 P.M.	
Singapore	Sunday, 22nd Dec., 9.00 A.M.	
Swatow, Amoy and Tamsui	Sunday, 22nd Dec., 10.00 A.M.	
Nagasaki, Kobe and Yokohama	Sunday, 22nd Dec., 10.00 A.M.	
Manila, Thursday Island, Townsville, Brisbane, Sydney and Melbourne	Sunday, 22nd Dec., 1.15 P.M.	
Canton	Sunday, 22nd Dec., 3.00 P.M.	
Singapore	Monday, 23rd Dec., 9.00 A.M.	
Swatow, Amoy and Tamsui	Monday, 23rd Dec., 10.00 A.M.	
Nagasaki, Kobe and Yokohama	Monday, 23rd Dec., 10.00 A.M.	
Manila, Thursday Island, Townsville, Brisbane, Sydney and Melbourne	Monday, 23rd Dec., 1.15 P.M.	
Canton	Monday, 23rd Dec., 3.00 P.M.	
Singapore	Tuesday, 24th Dec., 9.00 A.M.	
Swatow, Amoy and Tamsui	Tuesday, 24th Dec., 10.00 A.M.	
Nagasaki, Kobe and Yokohama	Tuesday, 24th Dec., 10.00 A.M.	
Manila, Thursday Island, Townsville, Brisbane, Sydney and Melbourne	Tuesday, 24th Dec., 1.15 P.M.	
Canton	Tuesday, 24th Dec., 3.00 P.M.	
Singapore	Wednesday, 25th Dec., 9.00 A.M.	
Swatow, Amoy and Tamsui	Wednesday, 25th Dec., 10.00 A.M.	
Nagasaki, Kobe and Yokohama	Wednesday, 25th Dec., 10.00 A.M.	
Manila, Thursday Island, Townsville, Brisbane, Sydney and Melbourne	Wednesday, 25th Dec., 1.15 P.M.	
Canton	Wednesday, 25th Dec., 3.00 P.M.	
Singapore	Thursday, 26th Dec., 9.00 A.M.	
Swatow, Amoy and Tamsui	Thursday, 26th Dec., 10.00 A.M.	
Nagasaki, Kobe and Yokohama	Thursday, 26th Dec., 10.00 A.M.	
Manila, Thursday Island, Townsville, Brisbane, Sydney and Melbourne	Thursday, 26th Dec., 1.15 P.M.	
Canton	Thursday, 26th Dec., 3.00 P.M.	
Singapore	Friday, 27th Dec., 9.00 A.M.	
Swatow, Amoy and Tamsui	Friday, 27th Dec., 10.00 A.M.	
Nagasaki, Kobe and Yokohama	Friday, 27th Dec., 10.00 A.M.	
Manila, Thursday Island, Townsville, Brisbane, Sydney and Melbourne	Friday, 27th Dec., 1.15 P.M.	
Canton	Friday, 27th Dec., 3.00 P.M.	
Singapore	Saturday, 28th Dec., 9.00 A.M.	
Swatow, Amoy and Tamsui	Saturday, 28th Dec., 10.00 A.M.	
Nagasaki, Kobe and Yokohama	Saturday, 28th Dec., 10.00 A.M.	
Manila, Thursday Island, Townsville, Brisbane, Sydney and Melbourne	Saturday, 28th Dec., 1.15 P.M.	
Canton	Saturday, 28th Dec., 3.00 P.M.	
Singapore	Sunday, 29th Dec., 9.00 A.M.	
Swatow, Amoy and Tamsui	Sunday, 29th Dec., 10.00 A.M.	
Nagasaki, Kobe and Yokohama	Sunday, 29th Dec., 10.00 A.M.	
Manila, Thursday Island, Townsville, Brisbane, Sydney and Melbourne	Sunday, 29th Dec., 1.15 P.M.	
Canton	Sunday, 29th Dec., 3.00 P.M.	
Singapore	Monday, 30th Dec., 9.00 A.M.	
Swatow, Amoy and Tamsui	Monday, 30th Dec., 10.00 A.M.	
Nagasaki, Kobe and Yokohama	Monday, 30th Dec., 10.00 A.M.	
Manila, Thursday Island, Townsville, Brisbane, Sydney and Melbourne	Monday, 30th Dec., 1.15 P.M.	
Canton	Monday, 30th Dec., 3.00 P.M.	
Singapore	Tuesday, 31st Dec., 9.00 A.M.	
Swatow, Amoy and Tamsui	Tuesday, 31st Dec., 10.00 A.M.	
Nagasaki, Kobe and Yokohama	Tuesday, 31st Dec., 10.00 A.M.	
Manila, Thursday Island, Townsville, Brisbane, Sydney and Melbourne	Tuesday, 31st Dec., 1.15 P.M.	
Canton	Tuesday, 31st Dec., 3.00 P.M.	

**TO-DAY.**  
Performances, The Empire Comedy Co., City Hall, 9 p.m.

**TOMORROW.**  
Sale, Miscellaneous, Sales Rooms, Messrs. Hughes & Hough, 11 a.m.  
Sale, Furniture, Erance Bungalow, Praya, Kowloon, Mr. V. I. Remedios, 2.30 p.m.

## COMMERCIAL CLOSING QUOTATIONS.

ON LONDON.	21st November.
Telegraphic Transfer	110 1/2
Bank Bills, at demand	110 1/2
Bank Bills, at 30 days sight	110 1/2
Bank Bills, at 60 days sight	110 1/2
Credit, at 4 months sight	110 1/2
Documentary Bills, 4 months sight	110 1/2
ON PARIS.	
Bank Bills, at demand	236 1/2
Credit, at 4 months sight	240
ON GERMANY.	
On demand	1.92 1/2
ON NEW YORK.	
Bank Bills, at demand	45 1/2
Credit, 60 days sight	46 1/2
ON BOMBAY.	
Telegraphic Transfer	140 1/2
Bank, at demand	140 1/2
ON CALCUTTA.	
Telegraphic Transfer	140 1/2
Bank, at demand	140 1/2
ON SHANGHAI.	
Bank, at sight	73 1/2
Private, 30 days sight	74 1/2
ON YOKOHAMA.	
On demand	8 p.m.
ON MANILA.	
On demand	3 p.m.
ON SINGAPORE.	
On demand	3 p.m.
ON BATAVIA.	
On demand	114
ON HAMBURG.	
On demand	11 p.m.
ON SAIGON.	
On demand	11 p.m.
ON HONGKONG.	
On demand	80
15th October, Bank's Buying Rate	101.55
GOLD LEAF, 100 fine, per tola	854.70
HAB SILVER, per oz.	35 1/2

## OPUM.

Quotations are:—	Allow 1/2 net to 1 cent.
Malwa New	\$900 to \$910 per picul.
Malwa Old	\$910 to \$920
Malwa Older	\$920 to \$930
P. P. wrapped	\$940 to
Perian extra fine	\$960 to
Patna New	\$940 to
Patna Old	\$940 to
Banass New	\$920 to
Banass Old	\$920 to

## VESSELS EXPECTED.

**THE ENGLISH MAIL.**  
The P. & O. steamer *Chusan* left Singapore for this port on the 17th inst., at 4 p.m., with the outward English mails, and is due here to-morrow, at about 8 a.m.

**THE GERMAN MAIL.**  
The Imperial German Mail steamer *König Albert*, carrying the German mails with dates from Berlin of the 28th ult., left Colombo on the 18th inst., a.m., and may be expected here on or about the 27th inst.

## JOINT STOCK SHARES.

COMPANY.	PAID UP.	QUOTATIONS.
Hongkong & S'ha...	\$125	\$62 1/2, buyers
China & Japan, only	2 1/2	150, 204, 105.
Do. deferred	2 1/2	nominal
Nat'l. Bank of China	2 1/2	22 1/2, sellers
A. Shares	2 1/2	22 1/2, sellers
B. Shares	2 1/2	21 1/2, sellers
Bank of China	2 1/2	21 1/2, buyers
Campano, Moore & Co.	\$10	\$22 1/2
China-Borneo Co., Ltd.	\$15	\$38 1/2
Power Co., Ltd.	\$30	\$20, nominal
China Tr. & S. Co.	\$100	\$69, buyers
China Sugar	\$100	\$11 1/2, sellers
Cigar Companies	\$500	\$500, nominal
Alhambra, Ltd.	\$500	\$500, nominal
Philippine Tobacco	\$50	\$50, nominal
Truce Co., Ltd.	\$50	\$50, nominal
Cotton Mills	\$100	\$100, buyers
International	\$100	\$100, buyers
Laun aung Mow	\$100	\$100, buyers
Soyabean	\$100	\$100, buyers
Yahloong	\$100	\$100, buyers
Hongkong	\$100	\$100, buyers
Dairy Farm	\$100	\$100, buyers
Kowloon & Co., Ltd.	\$100	\$100, buyers
Green Island Cement	\$100	\$100, buyers
H. & C. Bakery	\$100	\$100, buyers
Hongkong & C. Gas	\$100	\$100, buyers
Hongkong Electric	\$100	\$100, buyers
H. H. L. Tramways	\$100	\$100, buyers
Best Co., Ltd.	\$100	\$100, buyers
Hongkong Hotel	\$100	\$100, buyers
Hongkong Ice	\$100	\$100, buyers
H. & C. Wharf & G.	\$100	\$100, buyers
Hongkong Rope	\$100	\$100, buyers
H. W. Dock	\$100	\$100, buyers
Insurance	\$100	\$100, buyers
Canton	\$100	\$100, buyers
China Fire	\$100	\$100, buyers
China Traders	\$100	\$100, buyers
Hongkong Fire	\$100	\$100, buyers
North China	\$100	\$100, buyers
Union	\$100	\$100, buyers
Yangtze	\$100	\$100, buyers
Land and Building	\$100	\$100, buyers
Hongkong Land Inv.	\$100	\$100, buyers
Humphreys Estate	\$100	\$100, buyers
Kowloon Land & B.	\$100	\$100, buyers
West Point Building	\$100	\$100, buyers
Luzon Sugar	\$100	\$100,